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March 20, 2023

Andrew Ferguson
Planner II
Development Planning
City of Kelowna
1435 Water Street Kelowna, BC V1Y 1J4

email: aferguson@kelowna.ca

Dear Andrew,

**Re: Urban Design Development Permit Application regarding the property legally described as LOT B DISTRICT LOT 124 PLAN KAP39765, municipally known as 2727 Highway 97 N, City of Kewlona Cadillac Kelowna
Our File No.: 2006333**

1.0 Introduction

DIALOG is representing Bannister Automotive Group (Bannister), the current owners of the site legally known as Lot B District Lot 124 Plan KAP39765, municipally known as 2727 Highway 97 N, City of Kewlona (the "site"). On behalf of Bannister, DIALOG is pleased to submit an Urban Design Development Permit Application to develop a new office and sales centre space on the site.

2.0 Site Description

The site is located on the north side of Leathead Road, east of Highway 97.



Location Map

PRINCIPALS

ROB ADAMSON, ARCHITECT, AAA
JIM ANDERSON, ARCHITECT, AAA
CRAIG APPLEGATH, ARCHITECT, AAA
NARESH ARORA, P.ENG.
JOOST BAKKER, ARCHITECT, AAA
GERALD CARSON, P.ENG.
SUSAN CARTER, LID^{*}
DAVID CERNY
DOUG CINNAMON, ARCHITECT, AAA

ROBERT CLAIBORNE, ARCHITECT, AAA
JEFF DIBATTISTA, P.ENG.
TYLER DIXON, ARCHITECT, AAA
GERRY DOERING, ARCHITECT, AAA
RAUL DOMINGUEZ, P.ENG.
HENRY DOORNBERG, P.ENG.
BRADY DUNLOP, ARCHITECT, AAA
FADI GHORAYEB, P.ENG.
ANTONIO GOMEZ-PALACIO, RPP

JIM GOODWIN, ARCHITECT, AAA
VANCE HARRIS, ARCHITECT, AAA
RALPH HILDENBRANDT, P.ENG.
GEORG JOSI, P.ENG.
WILLEM KELLERMAN, ARCHITECT, AAA
DARIA KHACHI, P.ENG.
GRANT KIDD, P.ENG.
ADRIAN LAO, ARCHITECT, AAA
CHRIS LENZIN, P.ENG.

JAY LEVINE, ARCHITECT, AAA
RONALD B. MCINTYRE, ARCHITECT, AAA
CHARLES MARSHALL, P.ENG.
DAVID MINER, ARCHITECT, AAA
DIEGO MORETTIN, ARCHITECT, AAA
STEVEN OOSTERHOF, P.ENG.
MATTHEW PARKS, ARCHITECT, AAA
JILL ROBERTSON, AALA
NEIL ROBSON, P.ENG.

DIANA SMITH, P.ENG.
JOHN SOULELES, ARCHITECT, AAA
ROBERT SWART, ARCHITECT, AAA
CAMERON VERES, ARCHITECT, AAA
THOMAS WU, P.ENG.
MAGDALENA WARSHAWSKI, ARCHITECT, AAA
TAI ZIOLA, ARCHITECT, AAA

* DENOTES "LICENSED INTERIOR DESIGNER, AAA"

The surrounding area is mostly developed with commercial uses. To the north of the site, up to McCurdy Road, on the east side of Highway 97, are a series of car dealerships and automotive related uses. On the west side of Highway 97 there is a mix of commercial uses, with many of the uses geared to the automotive or motorized sport industries. Adjacent to the site at the northeast corner of Highway 97 and Leathead Road are restaurants uses (Starbucks and A & W). At the southeast corner of Highway 97 and Leathead road there is a gas station, tourist accommodation uses and multifamily residential uses. Moving further east, along the south side of Leathead Road, the use becomes residential with single family dwelling. Adjacent to the site (to the east), along the north side of Leathead, there are car dealership uses.



Looking North along Highway 97



Looking South along Highway 97



Looking West along Leathead Road



Looking East along Leathead Road



Existing Site – Looking West Towards the Site



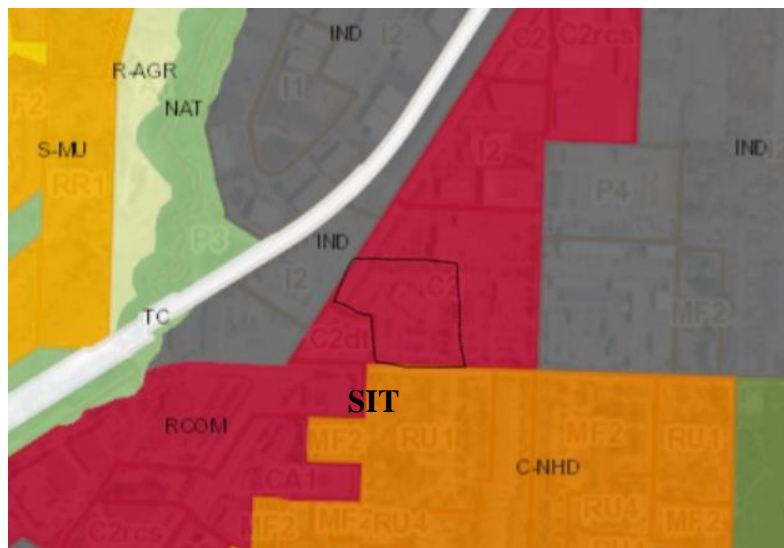
Existing Aerial View of the Site

The site is approximately 1.62 ha (4.00 ac) and is currently developed with a GMC/Chevy/Cadillac dealership in one existing on the site. Highway 97 provides a right-in, right-out access to the site, and it is shared with the Starbucks/A & W property to the south. This is and will continue to be the main access to the site. Leathead Road provides a second existing full movement access to the site. No changes to either access is proposed.

3.0 Plans in Effect

3.1 The City of Kelowna Official Community Plan 2040

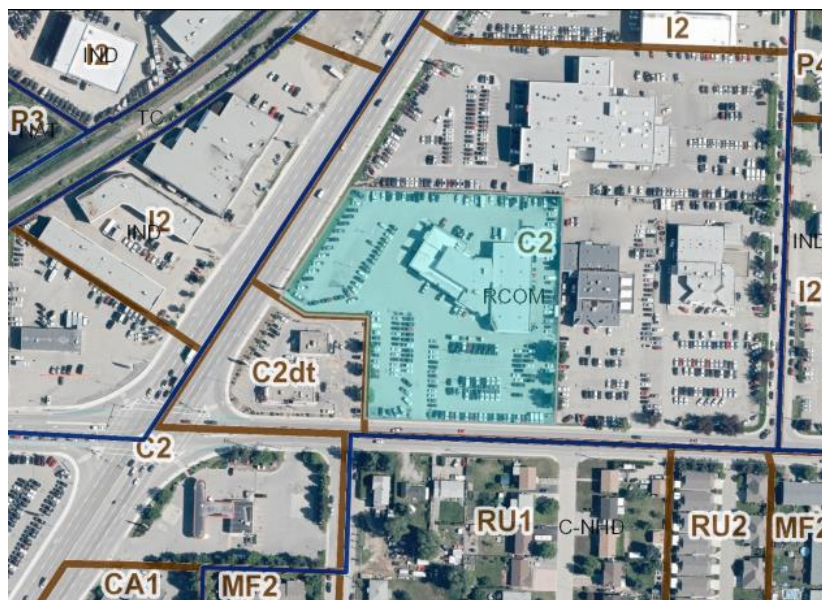
The site is subject to the policies of The City of Kelowna Official Community Plan 2040 (OCP), which was adopted in January 2022. The OCP provides a policy framework for Council by addressing issues such as housing, transportation, infrastructure, parks, economic development and the natural and social environment. The OCP designates the site as RCOM - Regional Commercial Corridors. The Overall land use concept in this designation is larger format commercial and service commercial uses and include businesses that require extensive onsite storage. The RCOM designation supports buildings up to four storeys and does not prescribe a minimum or maximum density.



OCP Future Use Map

3.2 City of Kelowna Zoning Bylaw No. 12375

The site is subject to the regulations of City of Kelowna Zoning Bylaw 12375 (the "Bylaw"), which was adopted on September 26, 2022. The intent and purpose of the Bylaw is to govern *land use and the form, siting, height and density of all development within the City boundaries*. The site is zoned C2 - *Vehicle Oriented Commercial* which purpose is to: *provide a commercial zone used to accommodate a mix of vehicle oriented commercial land uses along corridor routes and highways. Building scale generally includes two storey buildings with potential for office related uses on upper floors.*



Zoning Bylaw Map

The proposed use for the site is commercial (car dealership) and thus complies with the list of permitted uses in the Bylaw for the C2 zone. Further, the proposed site plan complies with the regulations in zoning and no variances are required. (See attached application – Zoning Analysis Table)

4.0 Description of Proposed Plans

Site Plan and Access

The Development Permit application proposes an expansion of the dealership to accommodate a Cadillac Dealership in a new building that is approximately 1584 sq. m. The proposed building will include a vehicle sale showroom and associated office use, which are already present in the current building, without any new uses being proposed. The space currently occupied by the Cadillac Dealership in the existing building will be used exclusively for the existing GMC / Chevy dealership. No change in use to the existing building is proposed. The DP application covers the "in-scope" area as depicted on the site plan included with this application. The proposed new building will be one-storey with a total height of 11.9m up to the parapet's top and is situated on the western part of the site, adjacent to Highway 97.

The proposed building will have a front setback of 4.5 m from the front property line and will feature a 4.5 m wide landscape buffer alongside the property line. The buffer will be landscaped using native species. The new building will be separated from the existing one by a distance of 13.7 m, which is planned to be retained. Access to the site will remain the same, with a shared entrance off Highway 97 that also serves Starbucks and A & W to the south of the proposed building. The entrance will permit right-in and right-out turn movements. The other access point, off Leathhead Road, will remain

unchanged, allowing full turn movements. The plans include internal pedestrian circulation and connections with marked crossings.

Approximately 241 vehicle parking stalls, 4 barrier free stalls and 2 loading stalls are proposed. Vehicle parking is proposed to the south of the new building and to the south, rear and north side of the existing building. Parking areas have been appropriately landscaped to break up long expanses of vehicle parking, while also providing shade, natural drainage and visual interest. The parking area adjacent to the proposed new building will be for the use of visitors to the site, while the existing parking area will be for the use of staff and vehicle storage.

Elevations

To enhance the building's aesthetics and break up large expanses, a mix of facade materials is proposed for the building elevations. These materials offer texture, durability, and visual interest. The front facade will feature composite white metal panels with intermixed areas of grey metal or aluminum panels on the side and rear facades. The design incorporates signage and lighting. By utilizing design features and materials that are aesthetically interesting, the proposed building will improve the existing condition and create a positive environment. The front facade design clearly identifies the location of the main entrances, which have been redesigned to include glazing/entrance facing the street, which is visually identifiable from Highway 97, in response to comments received during the pre-application meeting held in February 2023 with City Staff. The entrance will be recessed with a vestibule and will be well lit. The building's design, glazing, and materiality wrap around the corners, and the proposed architectural features continue on the side facades.

Landscape Plan

The proposed landscaping for the site will cover 15% of the total area and will include both hard and soft surfaces. It will meet the landscape requirements of the Bylaw concerning the number, type, and size of plantings needed. A 4.5 m wide landscape area is proposed alongside Highway 97. Additionally, a 0.95 m landscape buffer (sodded) is proposed for the north property line, a 2.9 m landscape buffer for the east property line, and a 1.8 m landscape buffer for the south property line..

A mix of decorative shrubs, perennial and ornamental grasses, as well as medium and large deciduous trees are proposed to be planted in the landscaped area fronting onto Highway 97. A vehicle display area is proposed between the front of the new building and the 4.5 m landscape buffer. The existing pylon sign on the south side of the site adjacent to Highway 97 and the shared access is proposed to remain. Throughout the parking areas, landscaped parking islands with large deciduous tree plantings are proposed. Additionally, landscaped areas containing small deciduous tree plantings are proposed to the sides and rear of the proposed new building, as focal landscaped features for site users.

5.0 Rationale for Development Proposal

The proposed project's compliance with the Development Permit Guidelines specified in Chapter 18 of the OCP is demonstrated below. Chapter 18, 6.0 outlines the key guidelines for Retail, Commercial, and Industrial uses, with Chapter 18, 6.1 providing general guidelines and Chapter 18, 6.4 outlining specific guidelines for Industrial and Service Commercial Uses.

6.0 Retail, Commercial and Industrial <i>Key Guidelines</i>	Proposed Development
A. 6.1.0 a – Avoid blank walls facing the public street and design buildings such that their form and architectural character reflect the buildings internal function and use (see 6.1.4).	Building design is a simple mass that will use a combination of high quality, aesthetically pleasing materials, distributed proportionally to provide a rhythm to the buildings and break up the facades expanses.



<p>B. 6.1.0 b – Distribute trees and landscaping throughout the site to soften public/private boundaries, define internal circulation routes, create pleasant pedestrian conditions, and maximize shade and stormwater management (see 6.1.2)</p>	<p>The proposed site design includes landscaping throughout, with a landscape buffer adjacent to Highway 97 featuring a variety of plant materials, and landscaped islands within the parking areas to provide shade which will assist in stormwater management through the use of deciduous trees. The vehicle circulation routes within the site will be clearly marked.</p>
<p>C. 6.1.0 c – Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks, parking areas, and transit stops to building entrances (see 6.1.2)</p>	<p>A sidewalk currently runs adjacent to the site, and the proposal includes a pedestrian connection from the sidewalk to the building entrance and internal pedestrian circulation system. Clear pathways will be designated for pedestrian circulation, improving the overall pedestrian environment.</p>
<p>D. 6.1.0 d – Provide separation between vehicular routes (especially truck access/loading) and pedestrian routes on-site to avoid conflict and distinguish pedestrian routes from driving surfaces (see 6.1.2)</p>	<p>Internal pedestrian circulation routes will be clearly delineated with pavement marking and landscape features, making for more pleasant pedestrian environment</p>
<p>E. 6.1.0 e – Utilize stormwater management best practices to and provide on-site bio-retention facilities (e.g., bioswales, rain gardens) to collect, store and filter stormwater from parking and vehicle circulation areas (see 6.1.2).</p>	<p>Landscape islands are proposed throughout the parking area will be landscaped with deciduous trees that provide shade thus assisting with stormwater management (through intercepting and evaporating rainfall, for example).</p>

<p>6.0 General Guidelines</p>	<p>Proposed Development</p>
<p><i>6.1.1 Relationship to the Street</i></p> <p>a. Orient the long side of each building to be parallel to the public street.</p>	<p>The long side of the building is proposed to be oriented to the street and will contain a high proportion of glazing to animate the frontage.</p>
<p>b. Locate entries to be visible and directly accessible from the public street.</p>	<p>The entrance is proposed to be located towards the front of the building making it easy to access. A pedestrian connection from the existing sidewalk to the internal pedestrian circulation system and front entrance is proposed.</p>
<p>c. For buildings fronting highways, entries can be located away from the street, as long as there is a direct pedestrian connection to the site.</p>	<p>See 6.1.1 b.</p>
<p>d. Avoid blank walls adjacent to the highway, streets, walkways, parks, or other amenity spaces.</p>	<p>See 6.1.1 (a).</p>

6.0 General Guidelines <i>6.1.2 Site Planning and Landscaping</i>	Proposed Development
a. Locate buildings to ensure good sight lines for vehicular and pedestrian traffic.	The building is proposed to be setback in accordance with MOTI guidelines of 4.5 m from Highway 97. Landscaping in front of the building meets CPTED best practices and plant species and planting locations have been chosen so as not to obstruct site lines into and out of the building.
b. Provide direct, safe, continuous, and clearly defined pedestrian access from public sidewalks, parking areas, and transit stops to building entrances.	A pedestrian connection from the sidewalk to the front entrance and the internal pedestrian circulation system is proposed to be incorporated into the site layout.
c. Use large canopy trees to define the public realm (e.g., at the sidewalk and property edge facing the street)	Large deciduous trees will be incorporated into the landscape plan to help define the public realm.
d. Distribute trees and landscaping throughout the site in order to: <ul style="list-style-type: none"> • Soften property edges facing the street; • Define internal roads, pedestrian routes, and open spaces; • Create pleasant pedestrian conditions; • Screen parking, loading, service, and utility areas; • Maximize shade, especially in parking areas; • Manage stormwater on-site; and • Break up large rows of parking by substituting a parking stall with a canopy tree in planter every 8-10 parking stalls. 	Trees are proposed to be distributed throughout the site in landscape islands which address the guidelines depicted in 6.1.2 (d).
e. Provide on-site bio-retention facilities (e.g., bioswales, rain gardens) to collect, store and filter stormwater from parking areas.	See 6.1.0 (e).
f. Use permeable materials such as paving blocks or permeable concrete in parking areas to maximize rainwater infiltration.	15% of the site area is landscaped in porous surfaces in accordance with bylaw
g. Pedestrian pathways should provide clear sight lines and connect the following: <ul style="list-style-type: none"> • Parking areas to building entrances; • Main building entrances to public sidewalks (where applicable); • Main building entrances to transit stops (where applicable); and • Between buildings on adjacent lots. 	See 6.1.2 (b).

<p>h. Provide separation between vehicular routes (especially truck access/loading) and pedestrian routes on-site to avoid conflict and distinguish pedestrian routes from driving surfaces by using varied paving treatments and/or raising walkways to curb level.</p>	<p>It is proposed that the pedestrian routes will be delineated and clearly marked so as to separate them from vehicle routes by using marking and varied paving materials.</p>
<p>i. Base new development on an internal circulation pattern that allows logical movement throughout the site and that will accommodate, and not preclude, intensification over time.</p>	<p>The new building is proposed to be sited so as not to preclude any future expansion / intensification. The site layout, as proposed, follows a logical circulation pattern.</p>
<p>6.0 General Guidelines <i>6.1.3 Site Servicing, Access, and Parking</i></p>	<p>Proposed Development</p>
<p>a. Design site accesses to provide the potential for future shared access with neighbours and to minimize curb cuts.</p>	<p>No changes are proposed to the shared access onto Highway 97 and the all movement access on Leathead Road.</p>
<p>b. Where practical, link access drives and parking lots of adjacent properties in order to allow for the circulation of vehicles between sites.</p>	<p>See 6.1.3 (a).</p>
<p>c. The preferred location for main parking areas is at the rear and/or side of the building. Avoid locating large parking areas between the building and street.</p>	<p>All parking is proposed to the side and rear of the new and existing buildings.</p>
<p>d. Where parking areas are visible from the street, screen them using strategies such as tree planting, berming, low walls, decorative fencing and/or hedging.</p>	<p>The parking area to the side of the proposed building will be screened from Highway 97. Additional landscape islands and a green buffer are proposed for the parking area adjacent to Leathead Road.</p>
<p>e. Break parking areas into smaller blocks defined by landscaping in order to minimize the amount of paved areas.</p>	<p>See 6.1.0 (e).</p>
<p>f. Locate loading, utilities, mechanical equipment and garbage collection areas away from public view by:</p> <ul style="list-style-type: none"> • integrating these facilities into the footprint of the building; or • screening using fencing, walls and/or landscaping 	<p>Loading, utilities, mechanical equipment and garbage collection areas are proposed to be located away from public view and / or screened.</p>
<p>g. Provide areas for temporary snow storage that do not conflict with site circulation, landscaping and access to utility boxes. For example, by providing access via a lane away from public view.</p>	<p>Opportunities for on-site snow storage that do not conflict with landscaping or access are proposed along the East property line</p>

6.0 General Guidelines 6.1.4 Building Articulation, Features, and Materials	Proposed Development
a. Avoid facing unarticulated facades to the street and use projections, recesses, arcades, awnings, color, and texture to improve the pedestrian experience.	See 6.1.0 (a).
b. Design primary entrances to face the street, exhibit design emphasis, and provide weather protection by means of canopy or recessed entry.	The proposed primary entrance of the building was originally oriented towards the parking area, but after receiving feedback during the pre-application meeting, it has been redesigned to incorporate glazing to make it visible from the street. The entrance is planned to be recessed and lead to a vestibule, providing for weather protection.
c. Design buildings such that their form and architectural character reflect the building's internal function and use (e.g., an industrial building, a large format retail mall).	See 6.1.0 (a).
d. Design signage as an integral element of the building's facade, and to be compatible in scale and design with the design, color, and material of the building.	Signage is proposed to be incorporated into the building facade design.
e. Allow for brand identification where there are multiple buildings and uses on a site, but avoid individual corporate image, color, and signage back-lit signs from dominating the site.	The existing pylon sign is proposed to remain and no other pylon signs are proposed.
f. Locate, size, and design ground-mounted and wall-mounted signs to be oriented to pedestrians as opposed to vehicles.	All signs are proposed to be pedestrian oriented.
g. Provide shielded, down lighting to provide security and ambient lighting while minimizing light pollution and spill over lighting into adjacent properties.	All proposed lighting will meet this criteria. A lighting plan has been included with the proposed application. Refer to Electrical DP Drawings.
h. Provide weather protection at building entrances, close to transit stops, and in areas with pedestrian amenities.	The entrance is proposed to be a recessed entry that leads to a vestibule for weather protection.
i. Incorporate substantial, natural building materials such as masonry, stone, and wood into building facades.	The proposed materials provide texture, durability and visual interest and include glazing, composite white metal panels on the front façade intermixed with areas of grey metal or aluminum panels on the side and rear facades.
j. Use an integrated, consistent range of materials and colors and provide variety by, for example, using accent colors.	See 6.1.4 (i).

6.4 Industrial and Service Commercial	Proposed Development
<i>6.4.1 Relationship to the Street</i>	
a. Design primary entries to be clearly visible and accessible from the street.	See 6.1.4 (b).
b. Site the building's primary facade parallel to the street and close to the minimum setback to establish a defined street edge.	The proposed building is situated much closer to the street compared to the existing dealership, which occupied a large parking area near Highway 97. The building has been set back to comply with the guidelines of the MOTI.
c. Include glazing as a major component of street facing facades.	The proposed new building contains glazing as a major component of the street façade. Approximately 49% of the front façade of the building is glazed.
d. Maintain and enhance street edge definition by preserving or incorporating street trees.	Enhanced landscaping is proposed adjacent to the street edge (Highway 97).
e. Locate the office, reception, or sales component of the building closer to the street than the plant or warehouse component.	The proposed building places its most active areas, such as the showroom and sales offices, closer to the street, while the service center component is situated towards the rear of the building.
6.4 Industrial and Service Commercial	Proposed Development
<i>6.4.2 Site Planning and Landscaping</i>	
a. Pedestrian pathways should provide clear sight lines and connect the building to outdoor amenity spaces.	The proposed pedestrian pathways are designed to provide unobstructed site lines and direct connections to the street, building entrances, and between the existing and proposed buildings.
b. Consider providing landscaped green roofs to manage runoff, add visual appeal, improve energy efficiency, reduce heat island effect, and provide amenity value.	Landscape roof areas are not proposed with this development.
6.4 Industrial and Service Commercial	Proposed Development
<i>6.4.3 Site Servicing, Access, and Parking</i>	
a. The preferred location for main parking areas is at the rear and/or side of the building.	See 6.1.3 (c).
b. Avoid locating large parking areas between the building and street. A single loaded row of visitor parking and passenger drop-off areas may be located between the building and the street.	There is no parking areas proposed between the existing and new building or between the street and the new building.
c. Where parking areas are visible from the street, screen it using strategies such as	See 6.1.3 (d).



tree planting, berming, low walls, decorative fencing and/or hedging.	
d. Break parking areas into smaller blocks defined by landscaping in order to minimize the amount of paved areas.	See 6.1.0 (e).
e. Locate outdoor storage areas within rear yards and/or interior side yards and screened from street view.	Outdoor storage area is located toward the rear of the existing GMC building and is not visible to the public or from the street.
6.4 Industrial and Service Commercial <i>6.4.4 Building Articulation, Features, and Materials</i>	Proposed Development
a. Avoid facing unarticulated facades to the street and use projections, recesses, plantings, awnings, color and texture to reduce the visual size of any unglazed walls.	See 6.1.4 (g).
b. Use different exterior materials to distinguish between the plant/warehouse component of a building from the office/sales component.	N/A.

The proposed Development Permit Application aligns with the overall purpose and intent of the OCP Development Permit Guidelines. As such, it is respectfully submitted that the application be granted Approval.

8.0 Documents Submitted

The following documents are included in support of this application:

1. Development Permit Application Form and Checklist;
2. Land Title Certificate and any easements, Covenants or Rights-of-Way
3. Owner's Authorization Form;
4. Zoning Analysis;
5. Coloured Photos of Site and Surrounding Context (included in this letter);
6. Design rationale Statement (included in this letter);
7. Landscape Plan, Bonding Letter, Landscape Water Conservation Report
8. Proposed Plans:
 - Architectural
 - Site Plan,
 - Floor Plan,
 - Elevations,
 - Colour Board (See Architectural DP Drawings)
 - Electrical
 - Landscape Architecture
 - Pre-Development Tree Inventory;
 - Civil
9. Consultant Reports (Heritage Consultant, Geotechnical Consultant, Arborist Report, etc.)
10. Application Fee to be forwarded separately once a cost is indicated by the City.

Should you require further information, please contact Belinda Morale Smith (780.665.6311).

Yours truly,

DIALOG® Alberta Architecture Engineering Interior Design Planning Inc.

Per:



Ian Colville
Job Captain, Architecture

cc: Mike Olson, Bannister Automotive Group
Robert Slywka, Associate, DIALOG

Zoning Analysis Table

Proposed Zone: _____

ALL MEASUREMENTS TO BE PROVIDED IN METRIC.

Site Context		
Future Land Use (2040 OCP)	RCOM - Regional Commercial Corridors	
Transit Supported Corridor?	YES	
Subdivision/Consolidation required?	NO	
Adjacent Land Uses:	Adjacent Zone	Adjacent Use
North	C2	Car Dealership
South	C2dt (at NE Corner) and RU1 (south of Leathead Road)	Restaurant (at NE Corner) and Residential (south of Leathead Road)
East	C2	Car Dealership
West	I2	Commercial
Site Details	Zone Requirement	Existing / Proposed
Site Area	1,000 m2 (min) and 1,500 m2 (max)	16,192.76 m ² Existing
Site Width	40.0 m (min)	129.3 m Existing
Site Depth	30.0 m	157 m Existing
Site Coverage of building(s)	65%	21 % Proposed
Site Coverage of buildings & impermeable surfaces	85%	85 % Proposed
Vehicular Access from lane or lower classed road?	NO	NO (y/n) Existing
Principal Uses	Secondary Uses	
Car Dealership	Offices	
Development Regulations	Zone Requirement	Proposal
Total Number of Units	n/a	n/a
Floor Area (gross/net)	m	Gross: 1584 m ² Net: 1370
Building(s) Setbacks (east/west/north/south):		
Front <u>WEST</u>	2.0 m or 4.5 m if abut Provincial Highway	4.5 m
Side <u>NORTH</u>	0.0 m	2 m
Side <u>SOUTH</u>	2.0 m (flanking)	2 m
Rear <u>EAST</u>	0.0 m	2 m
Rear setback to accessory buildings	0.0 m	n/a m
Building step back	n/a	n/a
Min. Separation Distance between buildings	m	Limiting distance separation requirements determined via 2018 BC Code
Maximum Continuous Building Frontage	m	

Notes:

Density and Height Regulations (13.6, 14.4 ...)	Zone Requirement	Proposal
Minimum Density (Transit Corridor Only)	n/a	n/a
Floor Area Ratio (FAR):		
Base FAR	0.9 FAR	0.27
Streetscape Bonus	An additional 0.25 FAR	n/a
Rental/Affordable Bonus	An additional 0.3 FAR for rental only projects or affordable housing	n/a
Building Height (storeys/metres):		
OCP Map ____ Designated Height	3 storeys & 12.0 m	2 storeys & 11.9 m
Maximum Streetscape Bonus Height	n/a	n/a
Amenity Space (13.5, 14.11, 14.13 ...)	Zone Requirement	Proposal
Total Common Amenity Area	n/a	n/a
Total Private Amenity Area	n/a	n/a
Breakdown by Unit Bachelor: 1-Bed: 2-Bed: 3-Bed:	n/a	n/a
Landscaping Standards (7.2)	Zone	Proposed
Min. tree amount	1 tree per 30 m2 of landscape area or 1 tree per 10 linear m of landscape area (whichever is more)	See Attach - Zoning Bylaw 12375 Landscape Summary
Min. deciduous tree caliper	Large: 5 cm, Medium: 4 cm. Small: 3 cm	See Attach - Zoning Bylaw 12375 Landscape Summary
Min. coniferous tree height	250 cm	See Attach - Zoning Bylaw 12375 Landscape Summary
Min. ratio between tree size	Large: min 50%, Medium: no min or max, Small: max 25%	See Attach - Zoning Bylaw 12375 Landscape Summary
Min. growing medium area	75% soil-based landscaping groundcover in landscape areas	See Attach - Zoning Bylaw 12375 Landscape Summary
Min. growing medium volumes per tree	Large: Single 30 m3, Multiple 25 m3; Medium: Single 20 m3, Multiple 18 m3; Small: Single 15 m3, Multiple 12 m3	See Attach - Zoning Bylaw 12375 Landscape Summary
Landscape graded areas (7.2.7)	See Section 7.2.7 in ZBL	See Attach - Zoning Bylaw 12375 Landscape Summary
Fence Height	2.4 m (max)	See Attach - Zoning Bylaw 12375 Landscape Summary
Riparian management area?	See Attach - Zoning Bylaw 12375 Landscape Summary	
Retention of existing trees on site?	See Attach - Zoning Bylaw 12375 Landscape Summary	
Surface parking lot (7.2.10)?	See Attach - Zoning Bylaw 12375 Landscape Summary	
Refuse & recycle bins screened?	See Attach - Zoning Bylaw 12375 Landscape Summary	
Other:		

Notes:

Zoning Bylaw No. 12375, Kelowna 2040 OCP Bylaw No. 12300

Parking Regulations (Section 8.3)

Parking Regulations 8.3:	Zone Requirement	Proposal
Total Stalls Required:		
Bachelor	n/a	n/a
1-Bed	n/a	n/a
2-Bed	n/a	n/a
3-Bed	n/a	n/a
Visitor Stalls	n/a	n/a
Rental Reduction	n/a	n/a
Car Share Reduction	n/a	n/a
Bonus Bike Parking Reduction	n/a	n/a
Accessible Stalls	Refer to DP1.04, Site Data table in the Architectural Drawing package	
Van Accessible Stalls		
Other Uses:		
Commercial - GFA 1,000 m2 to 2,000 m2	2.5 spaces per 100 m2 GFA 1,552.86 m2 x 2.5 STALL / 100 m2 = 39 Stalls	Refer to DP1.04, Site Data table in the Architectural Drawing package
Ratio of Parking Stalls	70% REGULAR and 30% SMALL	100 % Regular 0 % Small
Drive Aisle Width	6.5 m	Refer to the Architectural Drawing package, DP1.03, DP1.04. Width varies but is per Bylaw
Drive Aisle Grade	8%	
Loading Stalls (Section 8.4)	1 per 1,900 m2 GFA	
Bicycle Parking Regulations 8.5:	Zone Requirement	Proposal
Total Stalls Required (Required or Bonus):		
Bachelor	n/a	n/a
1-Bed	n/a	n/a
2-Bed	n/a	n/a
3-Bed	n/a	n/a
Short Term (within 15m of entrance)	2.0 per entrance	
Other Uses:		
Commercial - GFA 1,000 m2 to 2,000 m2 (LONG TERM)	0.2 per 100 m2 of GFA 1,552.86 m2 x 0.2 / 100 m2 = 3 Stalls	Refer to DP1.04, Site Data table in the Architectural Drawing package
End of Trip Facility?	NO	NO
Bike Wash and Repair Station?	NO	NO

Notes:

Specific Built Form Regulations

Ground Oriented Regulations (footnotes)	Zone Requirement	Proposal
Reduced setback	m	m
Maximum first floor height	m	m
Minimum Floor Area on First Floor	m ²	m ²
Urban & Village Centre Regulations (14.11)	Zone Requirement	Proposal
Upper Floor Setbacks abutting street	m	m
Corner Lot Triangular Setback	m	m
Urban Plaza	(y/n) m ²	(y/n) m ²
Street Type:		
Max/Min Commercial		
Max/Min Residential		
Max Site Coverage based on Street Type	%	%
Max Parkade Exposure	%	%
Tall Building Regulations (9.11)	Regulation	Proposed
Min. amount of transparency on 1 st floor	75% Commercial Frontage	%
Min. depth of commercial unit fronting street	6 m	m
Triangular Setback	4.5 m	m
Max. Podium Height	16.0 m / 4 storeys	m / storeys
Podium Rooftop	No open parking	
Building Separation	60 m	m
Maximum Floor Plate GFA:		
Residential	750 m ²	m ²
Hotel	850 m ²	m ²
Office/Commercial	930 m ²	m ²
Tower Stepback	3 m	m
Barrier free accessibility	Main Residential entrance and all commercial entrances	(y/n)
Other		

Notes:



Kelowna Cadillac – 2727 HWY 97 North - Zoning Bylaw 12375 Landscape Summary

Landscaping Standards (7.2)	Zone (C2)		Proposed
Min. tree amount	5		5
Min. deciduous tree caliper	L: 5cm M: 4cm S: 3cm		L: 5cm M: 4cm S: 3cm
Min. coniferous tree height	250cm		N/A
Min. ratio between tree size	L: 50% minimum (min.) M: no min. or max. S: 25% maximum (max.)		L: 60% M: 40% S: 0%
Min. growing medium area	75% soil based landscaping		100% soil based landscaping
Min. growing medium volumes per tree	L: 30 cu.m or 25 cu.m if connected trench/cluster M: 20 cu.m or 18 cu.m if connected trench/cluster S: 15 cu.m or 12 cu.m if connected trench/cluster		L: 30 cu.m & 25 cu.m where connected trench/cluster M: 18 cu.m where connected trench/cluster S: 15 cu.m & 12 cu.m where connected trench/cluster
Landscape graded area (7.2.7)	Max. 1:3 (33%) lawn areas, Max. 1:2 (50%) planting areas, Min. 1:50 (2%) cross slopes		Max. 1:3 (33%) lawn areas, Max. 1:2 (50%) planting areas, Min. 1:50 (2%) cross slopes
Fence Height	2.0m		N/A
Riparian management area?	N	y/n	N
Retention of existing trees on site?	N	y/n	N
Surface parking lot (7.2.10)?	Y	y/n	Y
Refuse & recycle bins screened?	Y	y/n	Y
Other:			



March 17, 2023

Kelowna Cadillac

Bannister Automotive Group
100-10237-104 Street, Edmonton, AB T5J 1B1
Attn: Ian Colville
Via email to: icolville@dialogdesign.ca

Re: Kelowna Cadillac – Preliminary Cost Estimate for Bonding

Dear Ian:

Please be advised of the following preliminary cost estimate for bonding of the proposed landscape works shown in the Kelowna Cadillac conceptual landscape plan dated 23.03.17;

- On-site Improvements: 2,581 square metres (27,782 square feet) = \$114,894.00
- Off-site Improvements: 180 square metres (1,938 square feet) of = \$10,015.00

This preliminary cost estimate is inclusive of trees, shrubs, turf, mulch, topsoil, (onsite) hardscape, site furnishings & irrigation.

You will be required to submit a performance bond to the City of Kelowna in the amount of 125% of the preliminary cost estimate. Please do not hesitate to contact me with any questions about the landscape plan.

Best regards,

A handwritten signature in black ink, appearing to read "Fiona". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Fiona Barton, MBCSLA, CSLA
as per
Ecora Engineering & Resource Group Ltd.

200-2045 Enterprise Way, Kelowna, BC, V1Y 9T5 P 250.469.9757

ecora.ca

KELOWNA CADILLAC

2727 HIGHWAY 97 N, KELOWNA, BRITISH COLUMBIA
2023-03-21 DEVELOPMENT PERMIT



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ARCHITECTURAL

- DP0.00 COVER SHEET
- DP1.01 LEGAL SURVEY
- DP1.02 OVERALL EXISTING SITE PLAN
- DP1.03 OVERALL SITE PLAN
- DP1.04 ENLARGED SITE PLAN
- DP2.01 MAIN FLOOR PLAN
- DP2.02 SECOND FLOOR BASE BUILDING PLAN
- DP2.03 ROOF PLAN
- DP4.01 EXTERIOR ELEVATIONS
- DP4.02 EXTERIOR ELEVATIONS
- DP4.11 BUILDING SECTIONS

ELECTRICAL

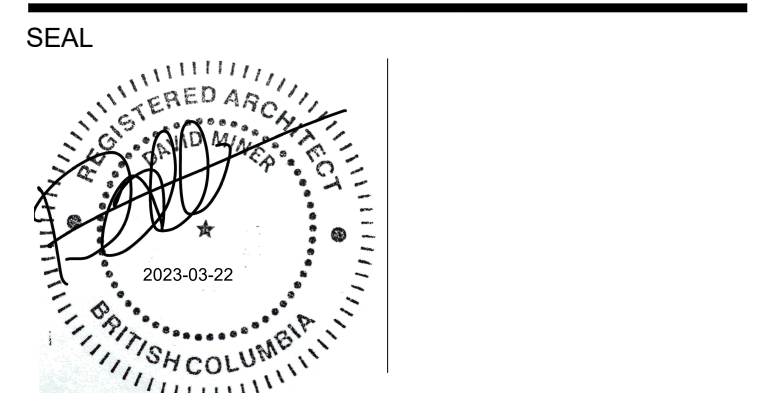
- E0.01 ELECTRICAL SYMBOL LEGEND - PAGE 1
- E0.02 ELECTRICAL SYMBOL LEGEND - PAGE 2
- E0.03 ELECTRICAL SITE DEMOLITION PLAN
- E1.01 ELECTRICAL SITE PLAN
- E5.01 LUMINAIRE & MECHANICAL SCHEDULES
- E7.01 LIGHTING CALCULATION

CIVIL

- 23009-P01 COMPOSITE UTILITY PLAN
- 23009-P02 SITE GRADING AND STORM WATER PLAN

LANDSCAPE

- ONSITE
- L1/2 CONCEPTUAL LANDSCAPE PLAN
- L2/2 WATER CONSERVATION / IRRIGATION PLAN
- OFFSITE
- L1/2 OFFSITE LANDSCAPE PLAN
- L2/2 OFFSITE IRRIGATION PLAN



KELOWNA CADILLAC

Kelowna, BC

COVER SHEET

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DP0.00

BC100304 - 2006333

TOPOGRAPHIC SITE PLAN OF LOT B,
DISTRICT LOT 124, ODYD, PLAN 39765.

0 5 15 25
The intended plot size of this plan is 1120mm in width by 854mm in height. (E-size) when plotted at a scale of 1:250 METRIC.

PID: 011-357-223
CIVIC ADDRESS: 2727 HWY 97 N
CLIENT: BANNISTER CADILLAC

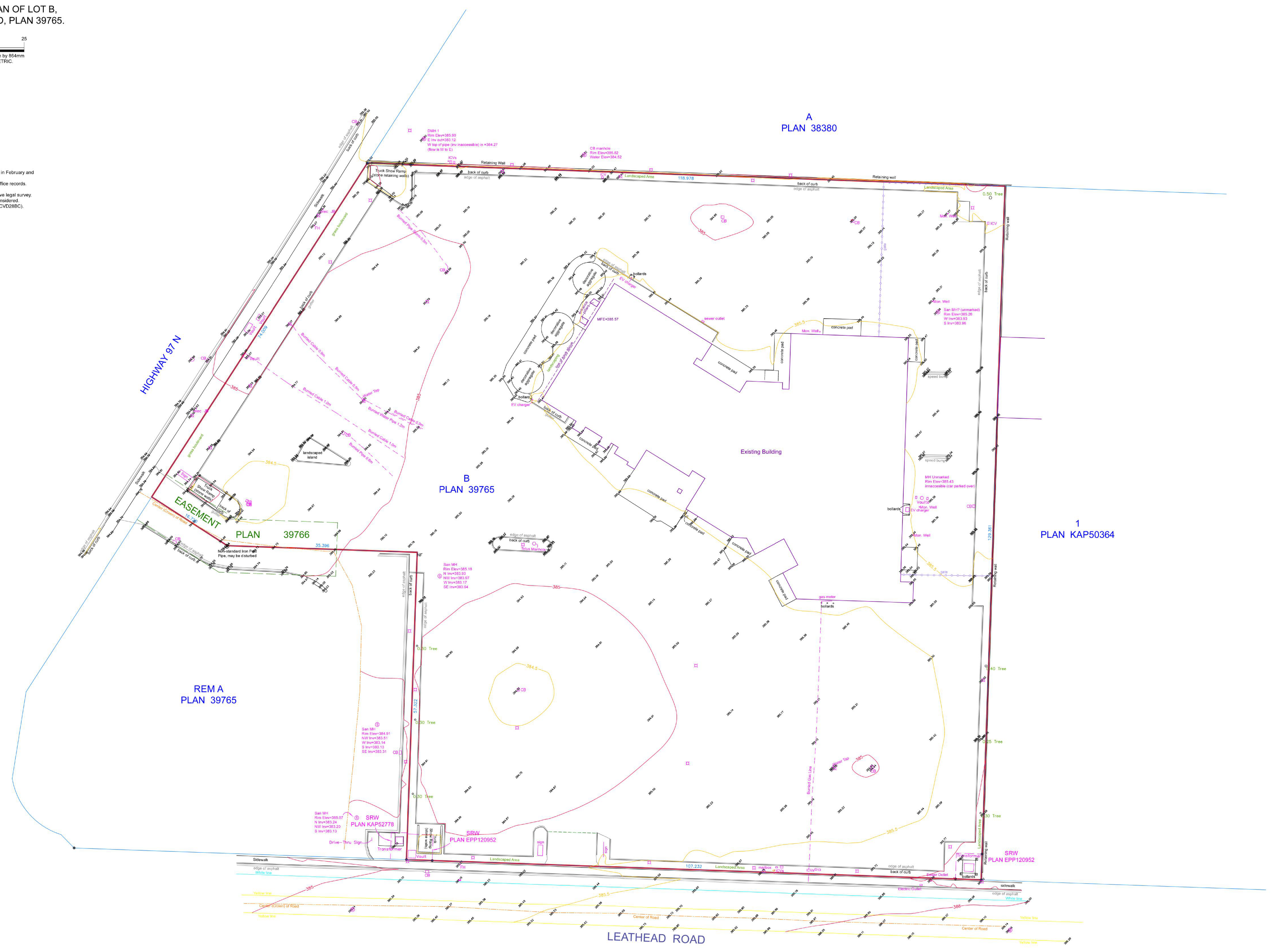
LEGEND

- FH— Denotes fire hydrant
- ⊙ Denotes storm drain manhole
- ⊕ Denotes catch basin
- ⊕ Denotes lamp standard
- ⊕ Denotes Irrigation Control Valve
- ⊕ Denotes Iron Post found
- ⊕ Denotes Iron Post Searched for but Nothing Found
- ⊕ Denotes Elevation

NOTES:

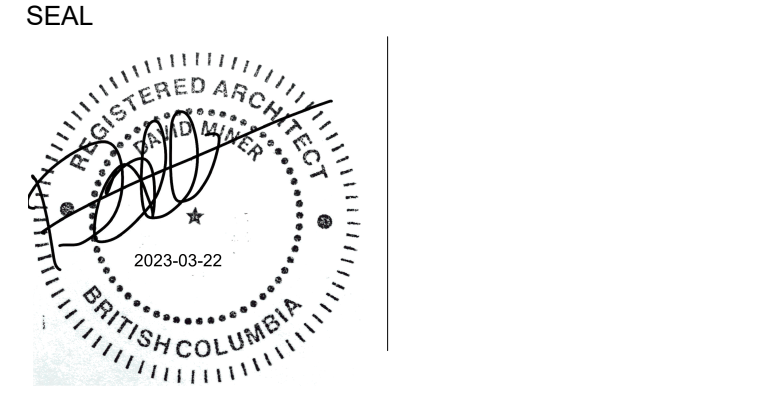
- The survey represented by this plan was conducted in February and March, 2023.
- Lot dimensions shown are based upon Land Title Office records.
- Lot dimensions, areas, and offsets to boundaries shown may vary upon completion of a comprehensive legal survey.
- Unregistered interests have not been included or considered.
- Elevations shown are based upon geodetic datum (CVD288C).
- Contour intervals are 0.5 metres.

Charges on Title:
- Easement X266281
- Statutory Rights of Way CB00686, CB00687



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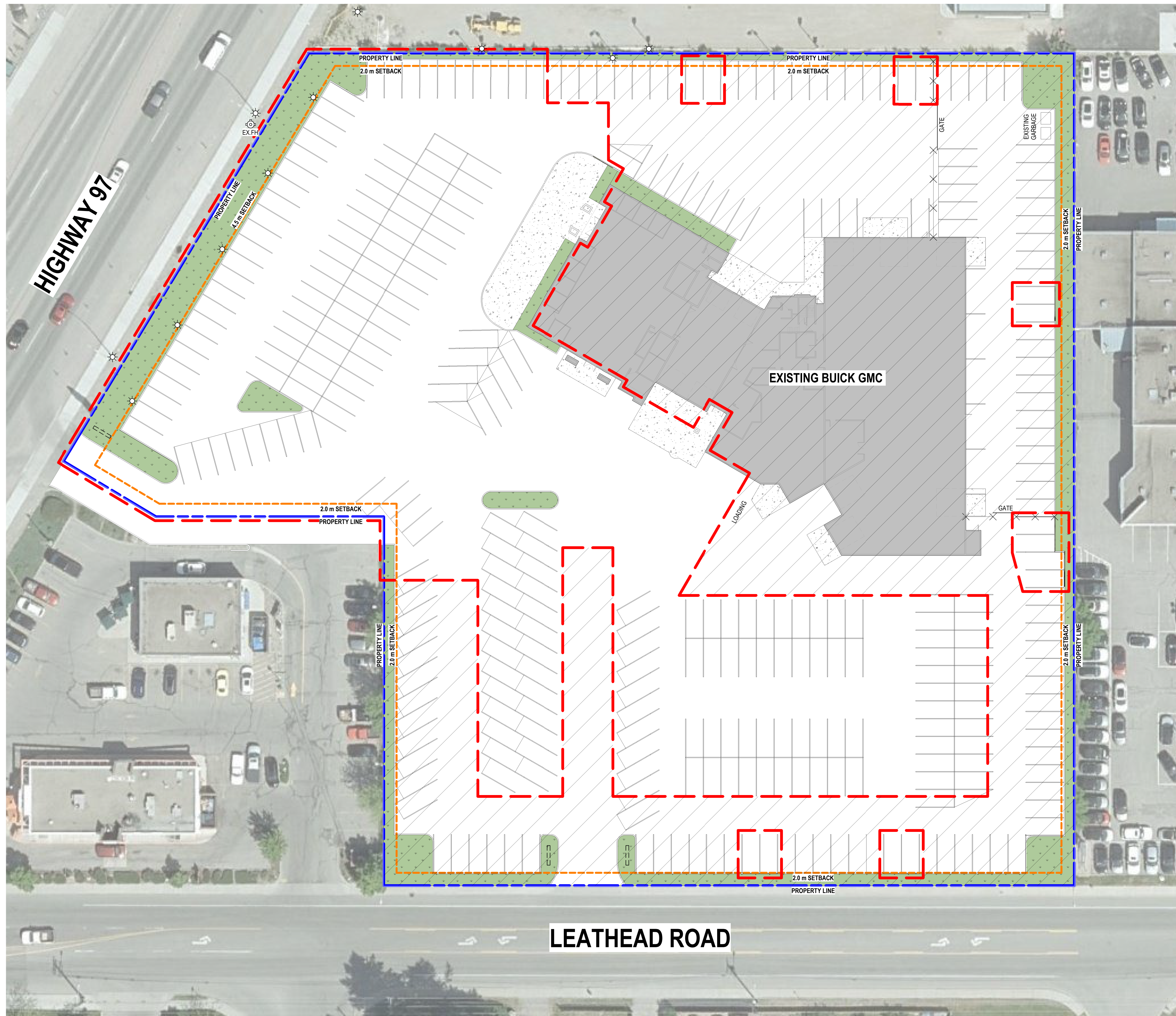
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LEGAL SURVEY

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EXISTING SITE PLAN LEGEND

	SCOPE EXTENT
	PROPOSED PROPERTY LINE
	EXISTING PROPERTY LINE
	SETBACK LINE
	EXISTING BUILDING
	EXISTING CONCRETE SIDEWALK & PAD
	EXISTING LANDSCAPE AREA
	EXISTING FIRE HYDRANT
	EXISTING LIGHT POLE

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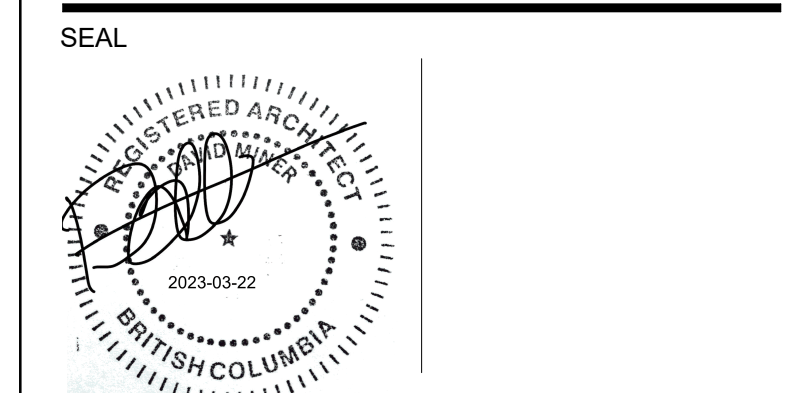
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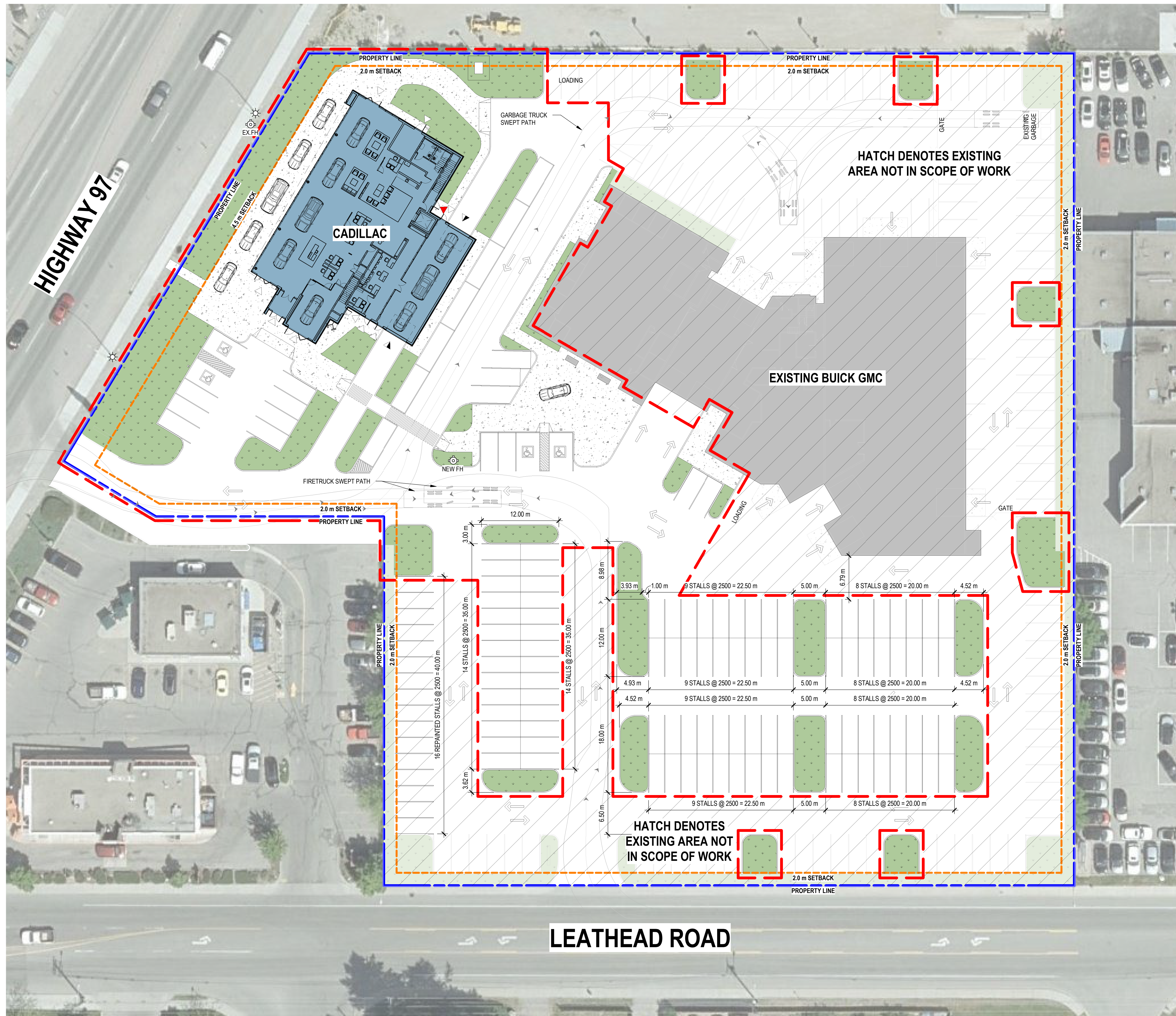
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Kelowna, BC

OVERALL EXISTING SITE PLAN

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DP1.02

BC100304 - 2006333



SITE PLAN LEGEND

	SCOPE EXTENT
	PROPOSED PROPERTY LINE
	EXISTING PROPERTY LINE
	SETBACK LINE
	PROPOSED BUILDING
	EXISTING BUILDING
	CONCRETE SIDEWALK & PAD
	EXISTING CONCRETE SIDEWALK & PAD
	LANDSCAPE AREA
	EXISTING LANDSCAPE AREA
	PRINCIPAL ENTRANCE LOCATION
	OVERHEAD GRADE DOOR LOCATION
	BUILDING EXIT LOCATION
	NEW FH
	EXISTING FIRE HYDRANT
	EXISTING LIGHT POLE

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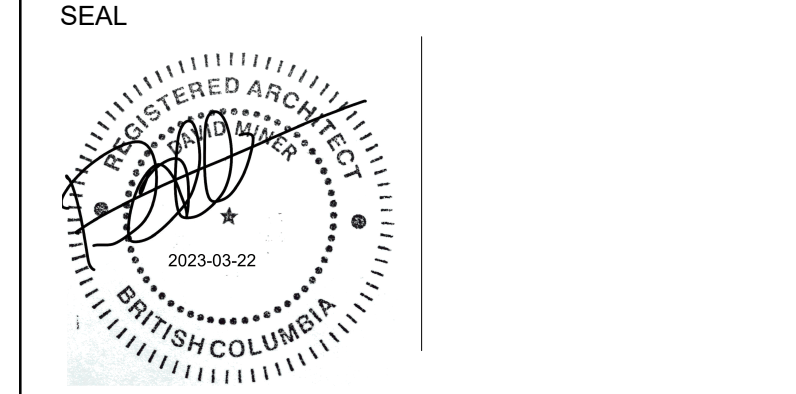
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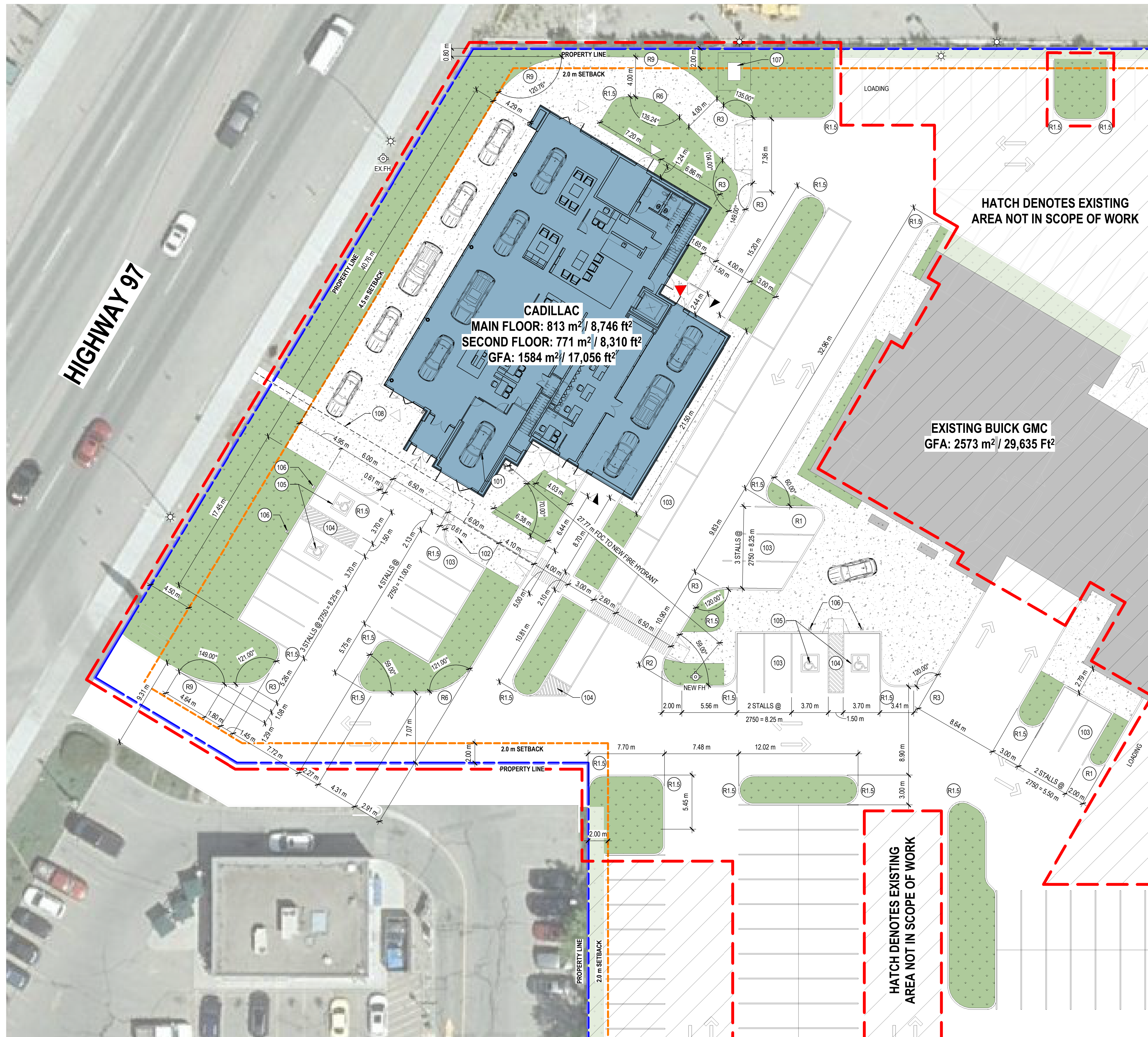


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Kelowna, BC

OVERALL SITE PLAN

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DP1.03
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SITE DATA

LEGAL DESCRIPTION:	LOT B DISTRICT LOT 124 PLAN KAP39765	
MUNICIPAL ADDRESS:	2727 HIGHWAY 97 N	
ZONING:	C2 (VEHICLE ORIENTED COMMERCIAL)	
SETBACKS:	FRONT YARD: 2 m FLANKING SIDE YARD: 2 m SIDE YARD: 0 m REAR YARD: 0 m	
BUILDING HEIGHT:	MAXIMUM BUILDING HEIGHT	3 STOREYS / 12 m
SITE AREA:	16,192.76 m ² (1.62 ha / 4.00 ac)	
SITE IN SCOPE AREA:	8,029.15 m ² (0.80 ha / 1.98 ac)	
BUILDING FLOOR AREA:	1,573.41 m ²	
IMPERMEABLE SURFACE AREA:	13,761.32 m ² / 16,192.76 m ²	85.0%
LANDSCAPE AREA:	2,431.44 m ² / 16,192.76 m ²	15.0%
FAR:	1,584.55 m ² (NEW) + 2,753.18 m ² (EXISTING) = 4,337.73 m ² (TOTAL) / 16,192.76 m ²	26.8%
SITE COVERAGE:	812.56 m ² (NEW) + 2,218.07 m ² (EXISTING) = 3,030.63 m ² (TOTAL) / 16,192.76 m ²	18.7%
PARKING REQUIRED:		
BUILDING	CADILLAC (NEW)	BUICK GMC (EXISTING)
REQUIRED PARKING:	1,584.55 m ² x 2.5 STALLS / 100 m ² (ZONING BYLAW TABLE 8.3.2) = 40 STALLS	2,753.18 m ² x 3.0 STALLS / 100 m ² (ZONING BYLAW TABLE 8.3.2) = 83 STALLS
PROVIDED PARKING		
CUSTOMER:	16 STALLS	13 STALLS
SERVICE:	22 STALLS	44 STALLS
INVENTORY:	46 STALLS	100 STALLS
TOTAL:	84 STALLS	157 STALLS
PARKING RATIO:	84 STALLS / 1,584.55 m ² = 5.30 STALLS / 100 m ²	157 STALLS / 2,753.18 m ² = 5.70 STALLS / 100 m ²
BARRIER FREE PARKING REQUIRED: (AS PER CUSTOMER PARKING)	1 (ZONING BYLAW TABLE 8.2.17)	1 (ZONING BYLAW TABLE 8.2.17)
BARRIER FREE PARKING PROVIDED:	2	2
LOADING SPACE REQUIRED:	1,584.55 m ² (NEW) / 1,900 m ² (ZONING BYLAW TABLE 8.4) = 1 STALL	2,753.18 m ² / 1,900 m ² (ZONING BYLAW TABLE 8.4) = 1 STALL
LOADING SPACE PROVIDED:	1	1
EV CHARGING PARKING PROVIDED:	2 STALLS (FUTURE)	N/A
BICYCLE PARKING REQUIRED		
LONG TERM:	1,584.55 m ² x 0.2 / 100 m ² (ZONING BYLAW TABLE 8.5) = 3 STALLS	N/A
SHORT TERM:	2 STALLS / ENTRANCE	
TOTAL:	5 STALLS	
BICYCLE PARKING PROVIDED		
LONG TERM:	3 STALLS	NA
SHORT TERM:	2 STALLS	
TOTAL:	5 STALLS	

SITE PLAN LEGEND

- SCOPE EXTENT
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE
- SETBACK LINE
- PROPOSED BUILDING
- EXISTING BUILDING
- CONCRETE SIDEWALK & PAD
- EXISTING CONCRETE SIDEWALK & PAD
- LANDSCAPE AREA
- EXISTING LANDSCAPE AREA
- ▲ PRINCIPAL ENTRANCE LOCATION
- ▲ OVERHEAD GRADE DOOR LOCATION
- ▲ BUILDING EXIT LOCATION
- NEW FH
- EX.FH
- ☼ EXISTING LIGHT POLE

SITE PLAN KEYNOTES

- 101 FIRE DEPARTMENT CONNECTION
- 102 SURFACE MOUNTED BICYCLE RACKS
- 103 TYPICAL PAINTED PARKING STALL LINES, ASTM E1360 WHITE
- 104 NO PARKING AREA, 45° 100mm ASTM E1360 WHITE PAINTED STRIPS @300mm O.C.
- 105 BARRIER-FREE DESIGNATION SYMBOL, PAINTED, CENTERED IN STALL
- 106 BARRIER-FREE PARKING SIGN
- 107 ELECTRICAL TRANSFORMER, ADJUST GUARDRAIL AS REQUIRED TO MEET FORTIS CLEARANCE REQUIREMENTS.
- 108 PEDESTRIAN ACCESS ROUTE

SITE PLAN RADII

R1	1000
R1.5	1500
R2	2000
R3	3000
R6	6000
R9	9000

ISSUED FOR

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ENERGY CONSULTANT
REVOLVE ENGINEERING INC.
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EDMONTON, AB T6E 0Y5 Tel: 780-619-2270

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REGISTERED ARCHITECT
DIALOG®
2023-03-22
BRITISH COLUMBIA

KELOWNA CADILLAC

Kelowna, BC

ENLARGED SITE PLAN

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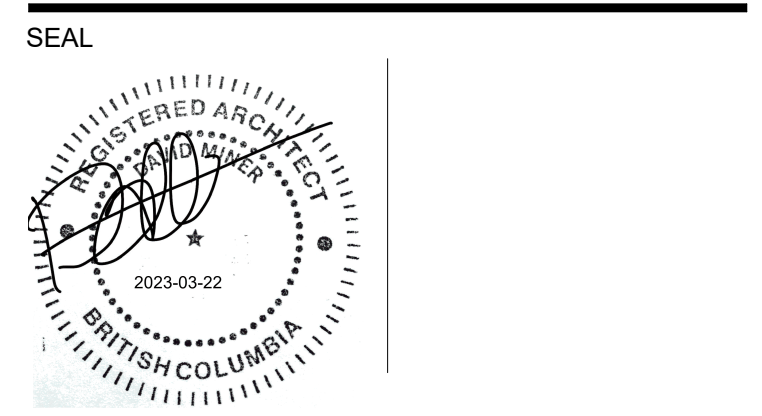
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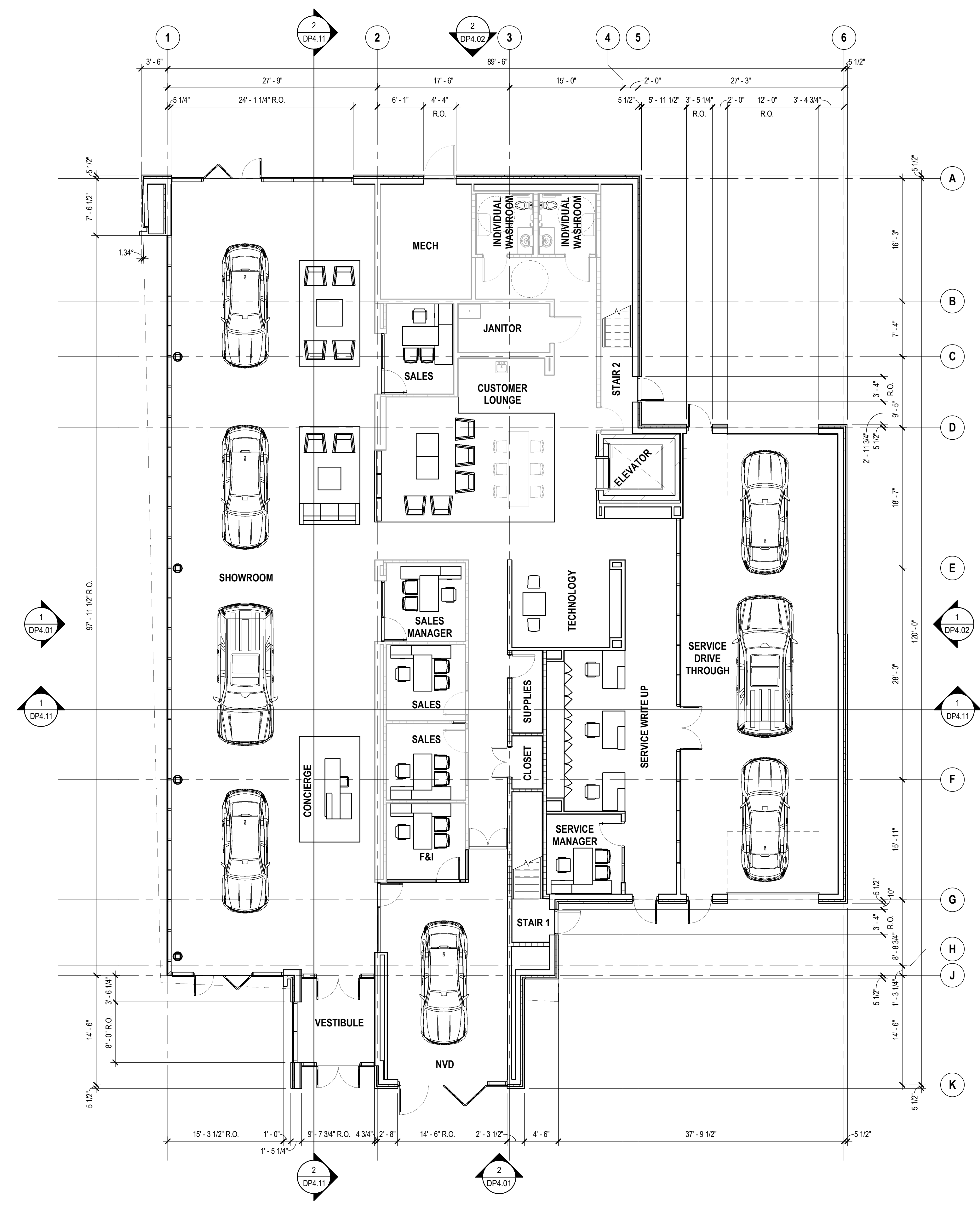
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Kelowna, BC

MAIN FLOOR PLAN

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1 MAIN FLOOR PLAN
DP2.01 SCALE: 1/8" = 1'-0"

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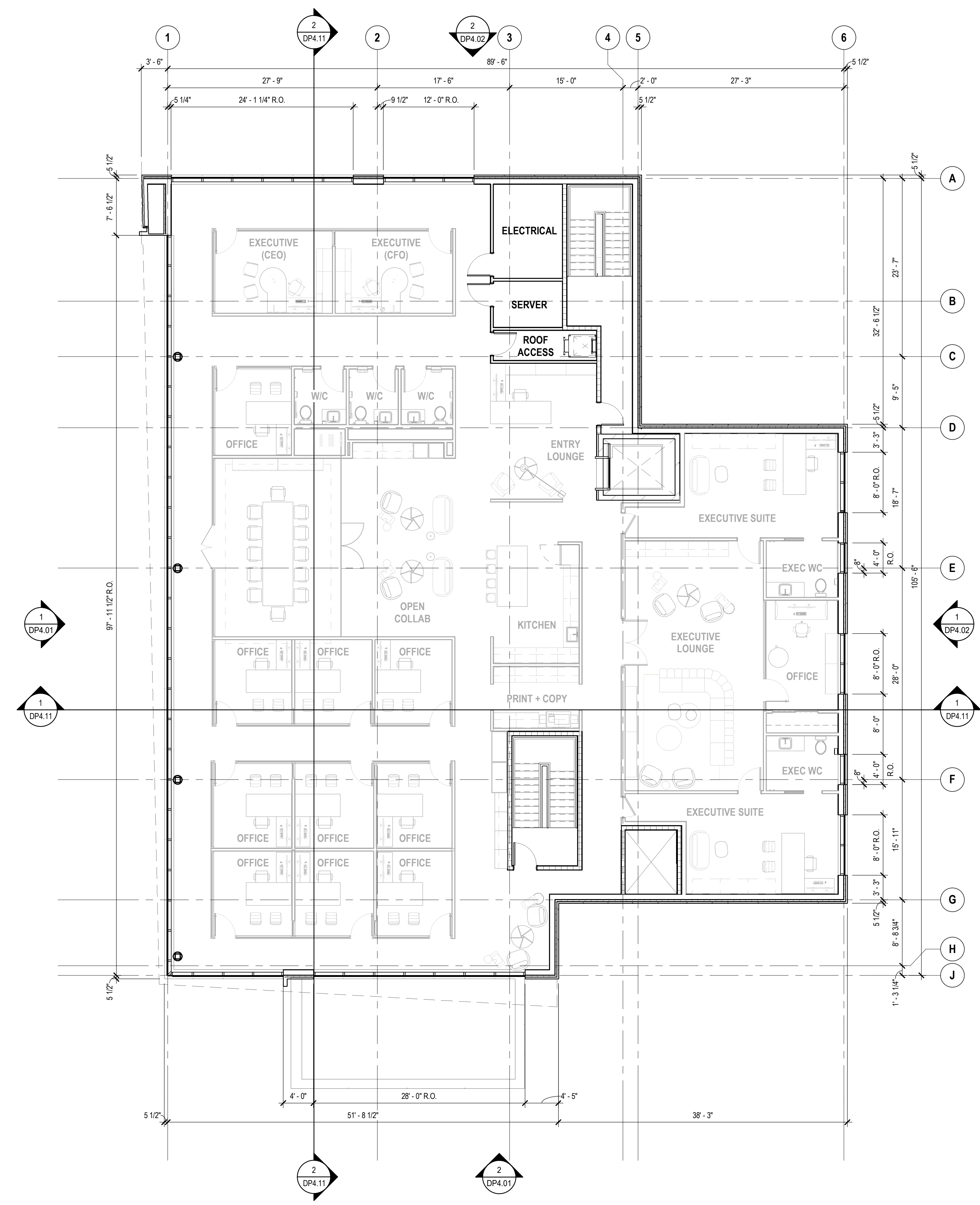


KELOWNA CADILLAC
Kelowna, BC
SECOND FLOOR BASE BUILDING PLAN

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DP2.02

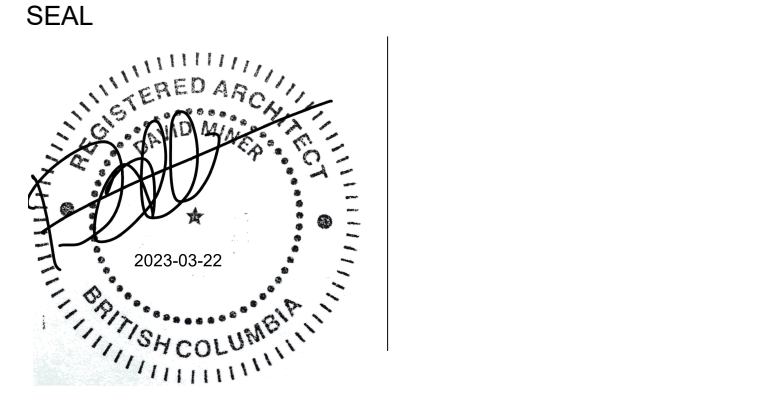
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1 **2**
DP2.02
SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

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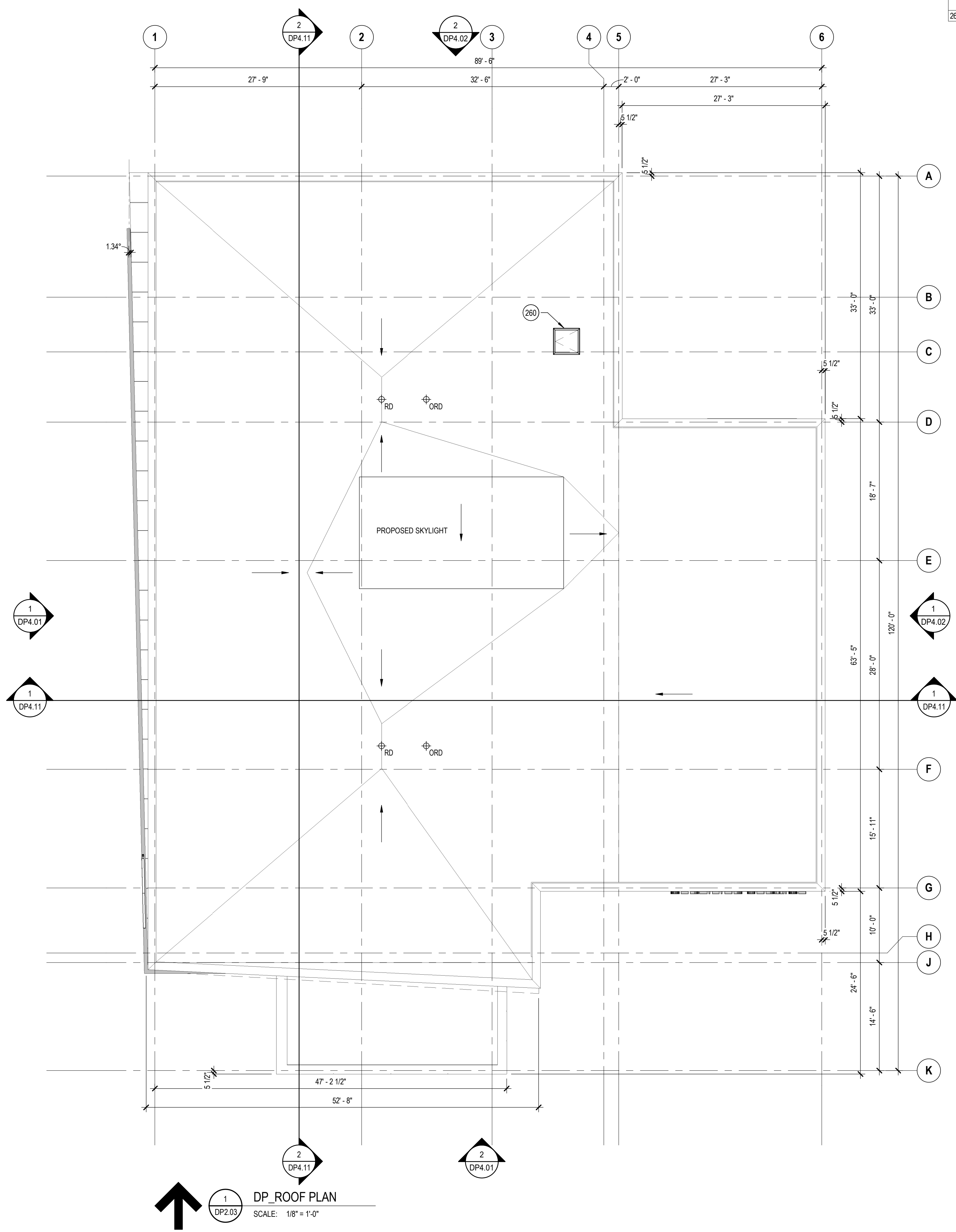
ROOF PLAN

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ROOF LEGEND	
ROOF DRAIN	⊕ _{RD}
OVERFLOW ROOF DRAIN	⊕ _{ORD}
ROOF PLAN KEYNOTES	
260	ROOF ACCESS HATCH



DP_ROOF PLAN
SCALE: 1/8" = 1'-0"

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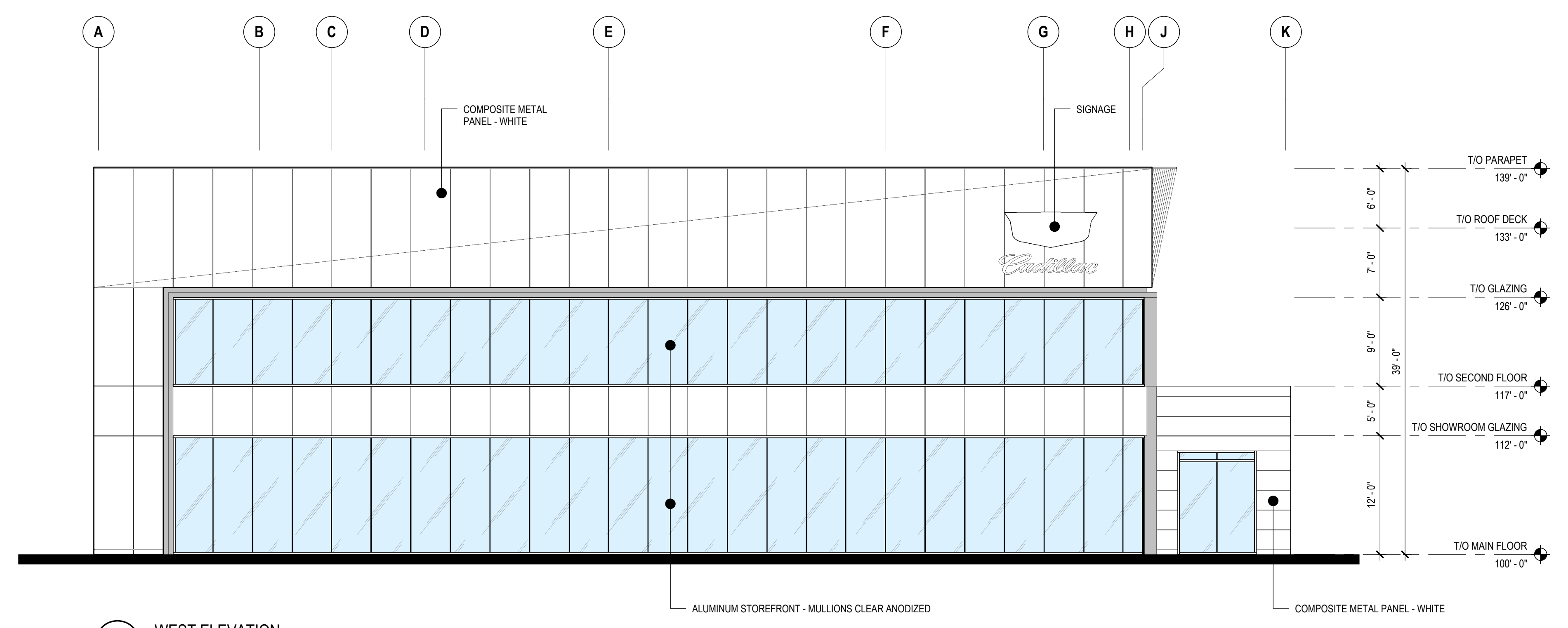
KELOWNA CADILLAC
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EXTERIOR ELEVATIONS

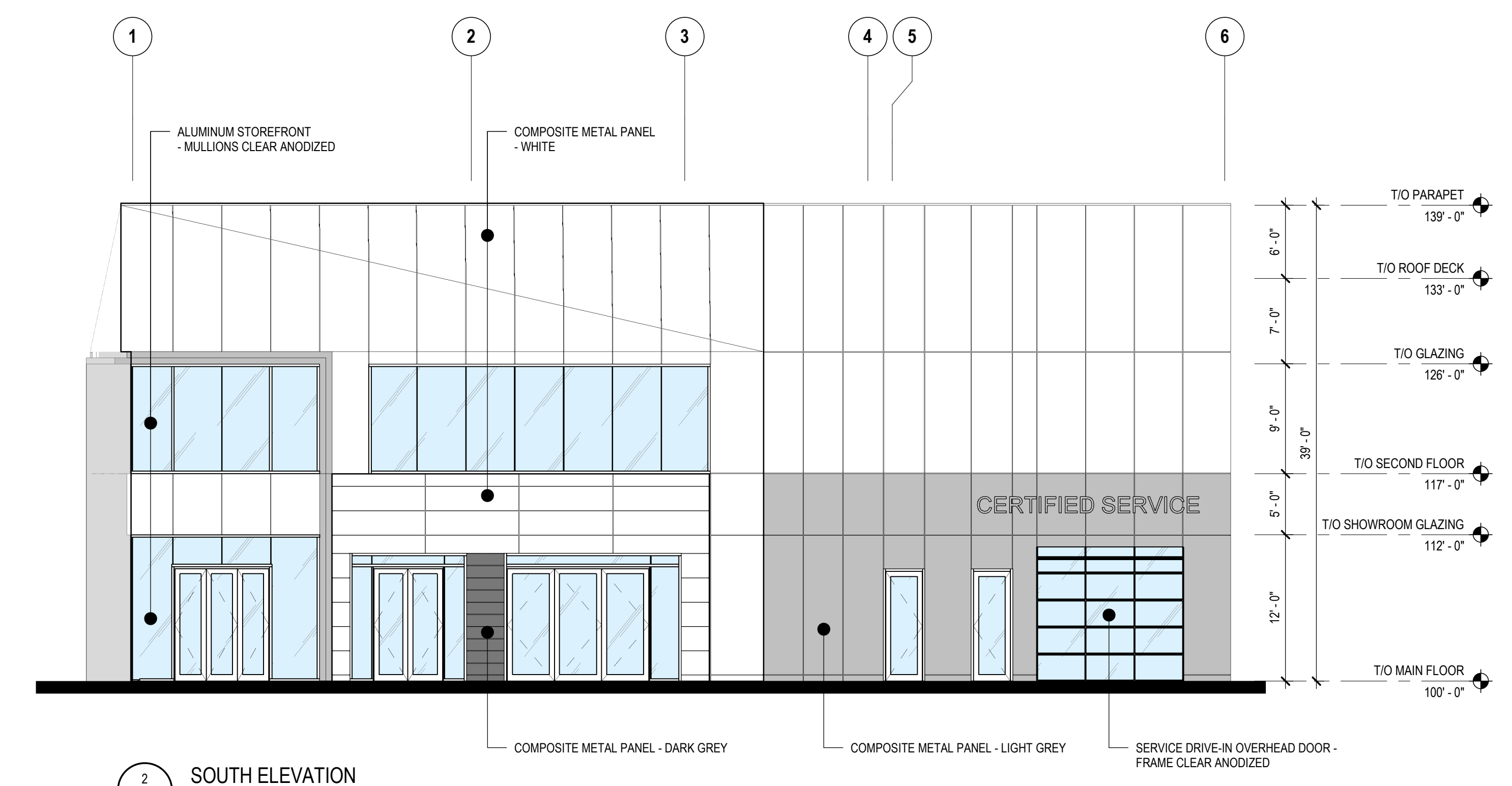
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1 WEST ELEVATION
DP4.01 SCALE: 1/8" = 1'-0"



2 SOUTH ELEVATION
DP4.01 SCALE: 1/8" = 1'-0"

COLOUR AND MATERIAL LEGEND

ACM1	ACM2	ACM3	COMPOSITE METAL PANEL - WHITE WHITE PAINT TO MATCH
			COMPOSITE METAL PANEL - LIGHT GREY & SOLID PREFINISHED ALUMINUM PANEL - LIGHT GREY
			COMPOSITE METAL PANEL - DARK GREY
			ALUMINUM FRAME - CLEAR ANODIZED

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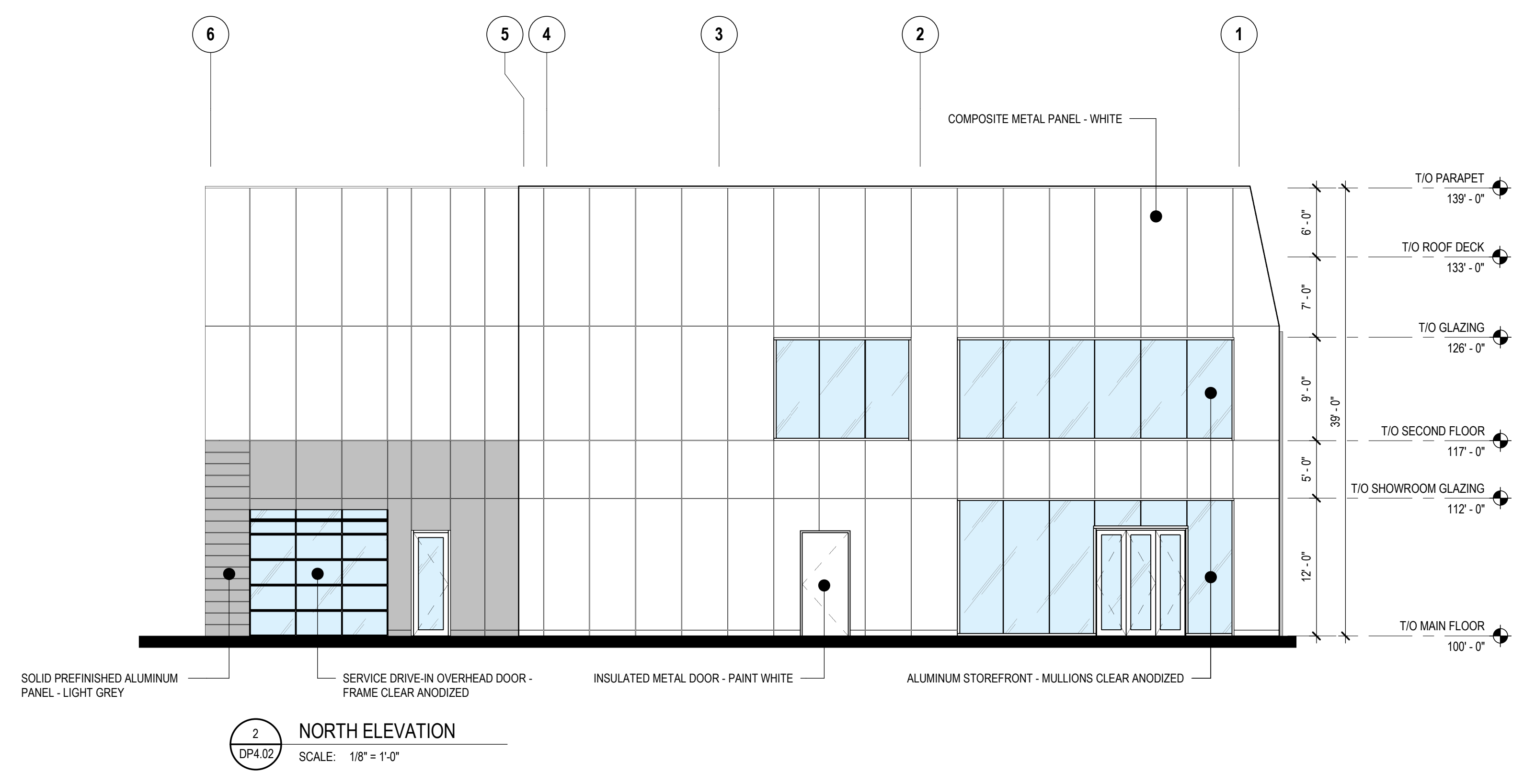
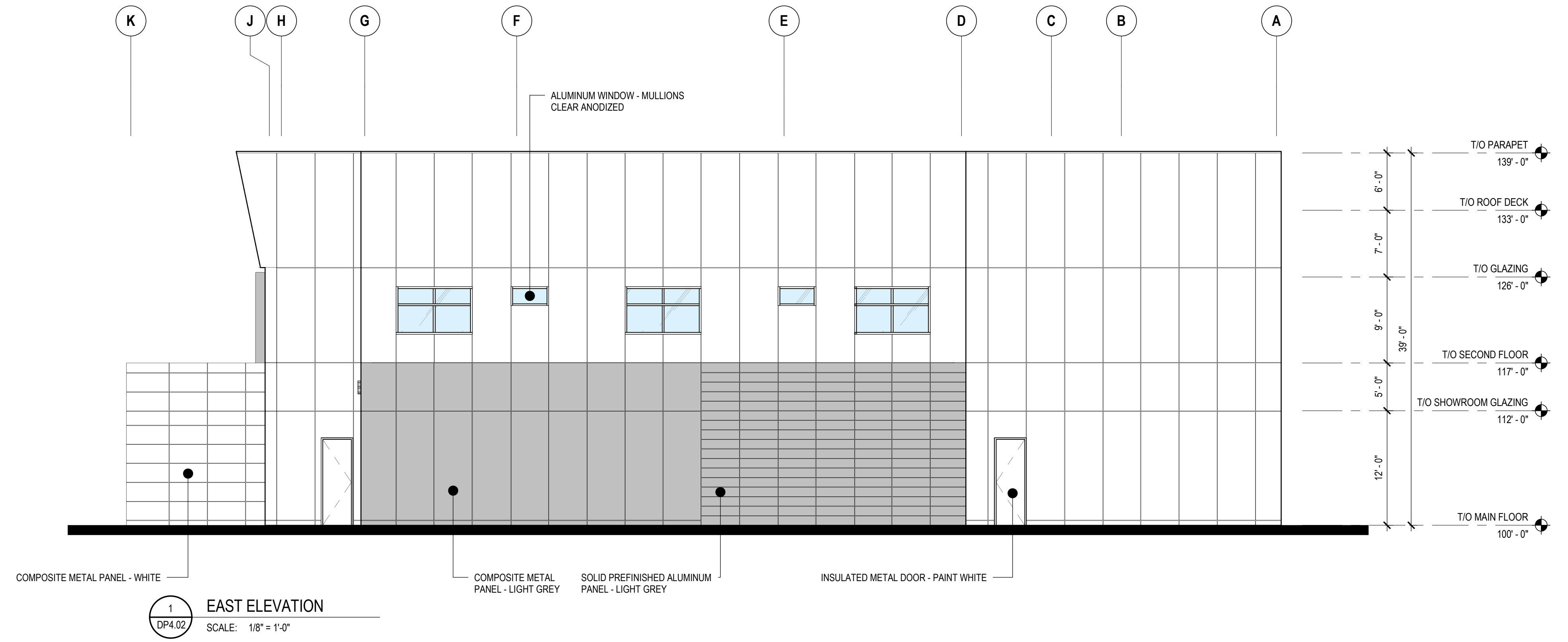
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EXTERIOR ELEVATIONS

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COLOUR AND MATERIAL LEGEND

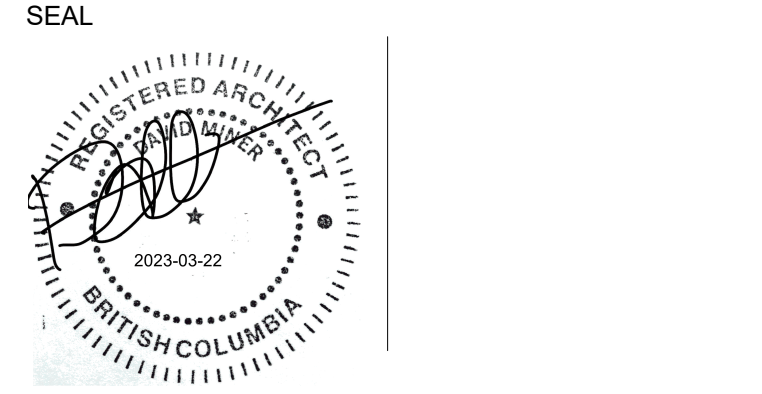
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			COMPOSITE METAL PANEL - LIGHT GREY & SOLID PREFINISHED ALUMINUM PANEL - LIGHT GREY
			COMPOSITE METAL PANEL - DARK GREY
			ALUMINUM FRAME - CLEAR ANODIZED

ISSUED FOR

1 2022-03-21 DEVELOPMENT PERMIT

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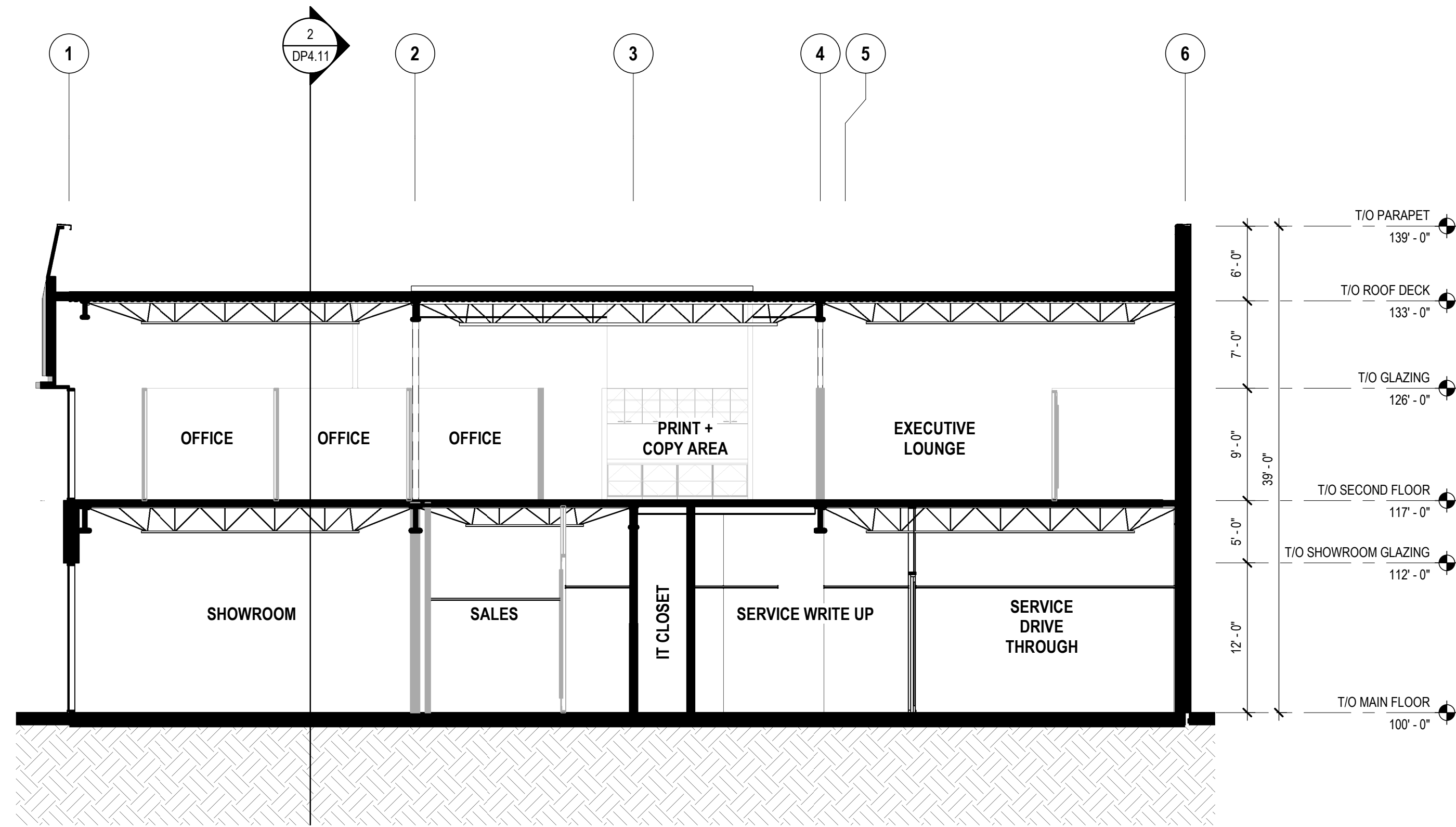
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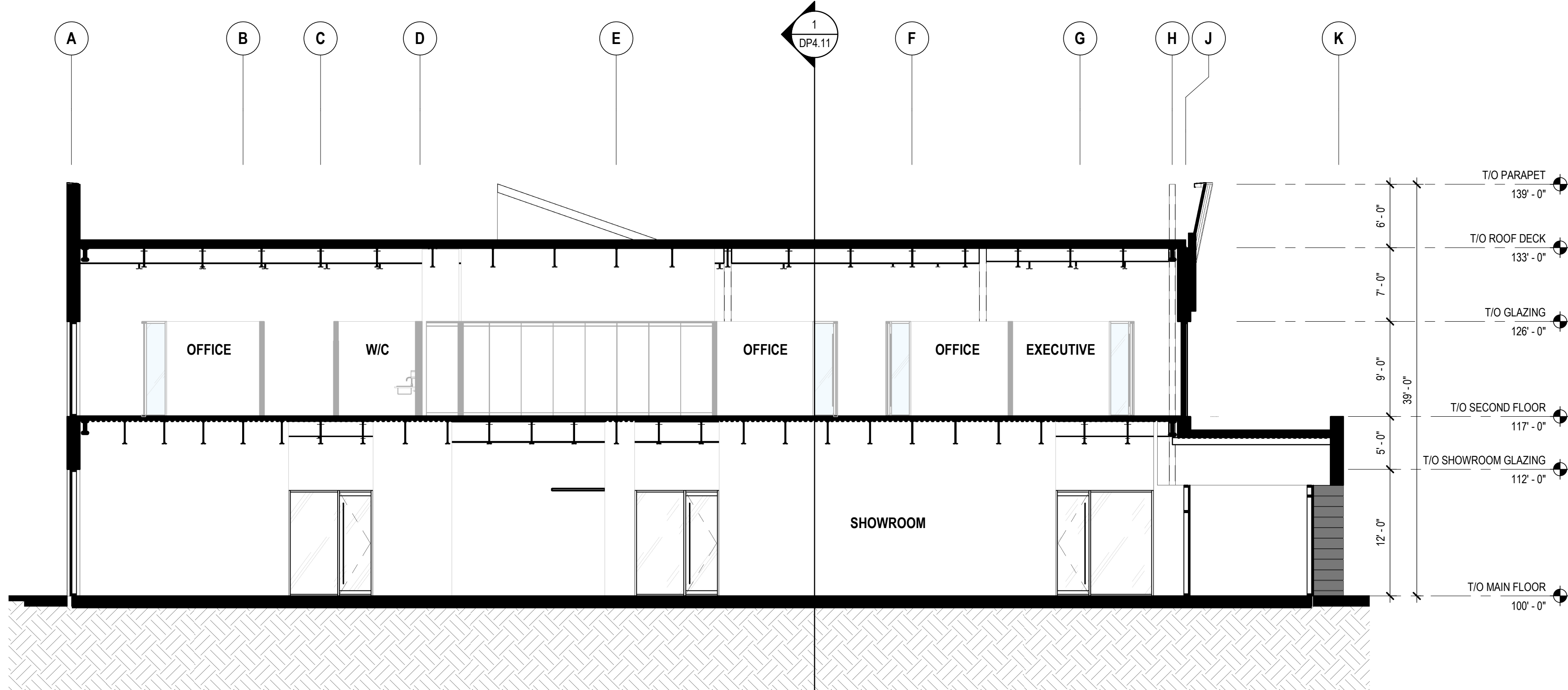
KELOWNA CADILLAC
Kelowna, BC
BUILDING SECTIONS

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1 BUILDING SECTION
SCALE: 1/8" = 1'-0"

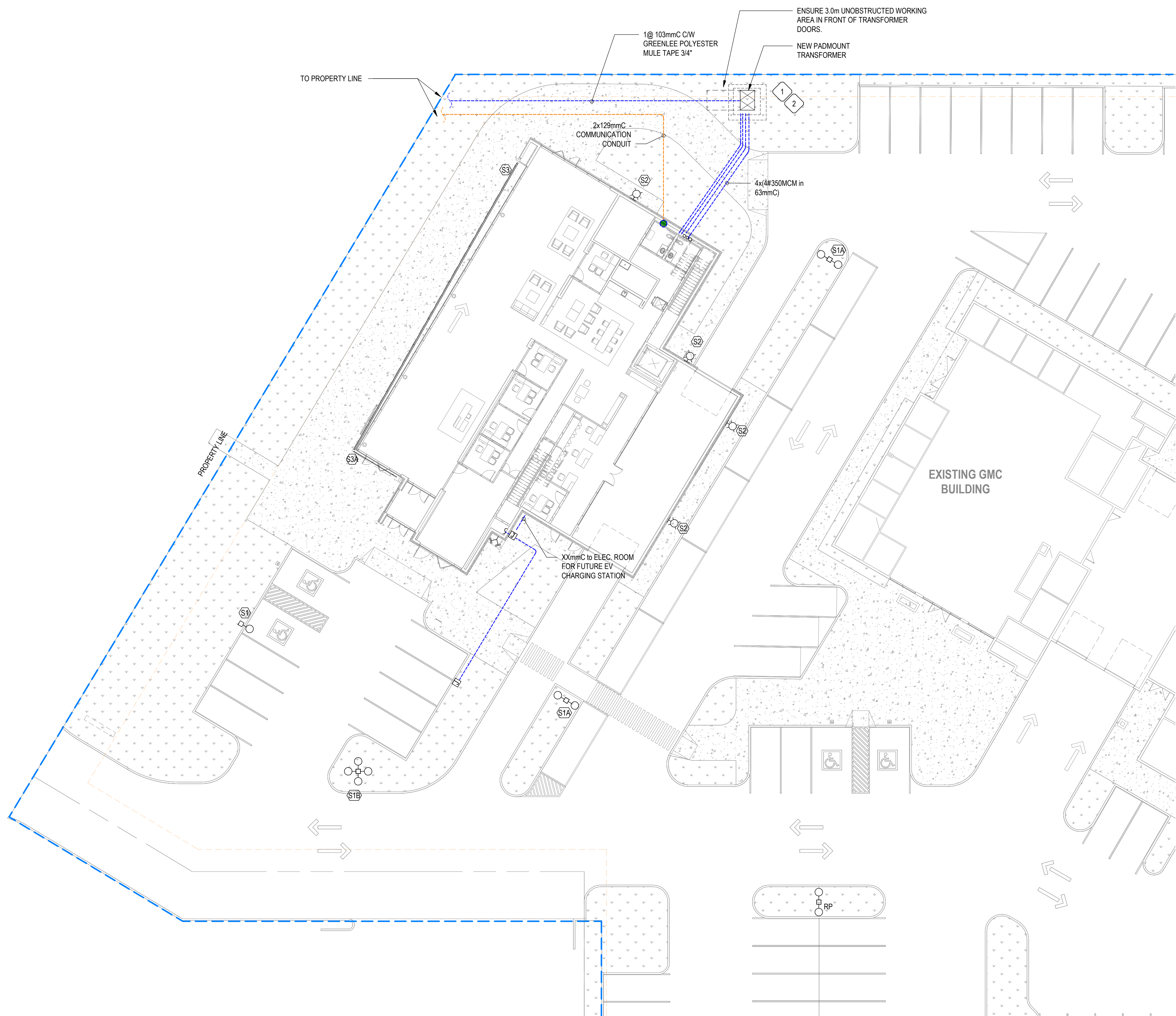


2 BUILDING SECTION
SCALE: 1/8" = 1'-0"

ISSUED FOR

1 2023-03-17 DEVELOPMENT PERMIT

FOR INFORMATION ONLY
NOT FOR CONSTRUCTION



GENERAL NOTES: SITE PLAN

1. NOT ALL UNDERGROUND SERVICES ARE SHOWN ON THIS DRAWING. CONTRACTOR TO LOCATE PRIOR TO EXCAVATION.
2. WHERE NECESSARY, CONTRACTOR SHALL 'PUSH' UNDER ALL ROADS, VEHICLE DRIVE-IN POINTS, OR EXISTING SERVICES.
3. PROVIDE NYLON PULLCORD IN ALL CONDUITS.
4. PROVIDE TRANSFORMER BASE, GUARD RAILS, AND GROUNDING AS PER UTILITY REQUIREMENTS.
5. WIRING FOR SITE LIGHTING AND POWER TO BE MINIMUM #8AWG COPPER.
6. PROVIDE PULL BOX(ES) FOR CONDUIT RUNS AS REQUIRED.
7. COORDINATE WITH SHAW AND TELUS FOR CONNECTION TO THEIR SERVICE ENTRY POINT AT PROPERTY LINE.

KEYNOTES

1	PADMOUNT TRANSFORMER PROVIDED AND INSTALLED BY UTILITY COMPANY. ELECTRICAL CONTRACTOR TO PROVIDE SECONDARY LUGS AND GROUNDING TO UTILITY REQUIREMENTS. ELECTRICAL CONTRACTOR TO PROVIDE VAULT/PAD, POSTS AND GUARDRAILS. REFER TO DETAILS vEx.xx
2	SECONDARY POWER DUCTS TO BE ROUTED FROM THE MAIN SERVICE TRANSFORMER TO THE BUILDING'S MAIN DISTRIBUTION SYSTEM. COORDINATE ROUTING OF UNDERGROUND POWER SERVICES WITH OTHER UTILITY SERVICES TO ENSURE REQUIRED SEPARATIONS (HORIZONTAL & VERTICAL) ARE MAINTAINED. CROSSINGS OF SERVICES TO BE PROVIDED AT RIGHT ANGLES.

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2023-Mar-21 Permit: 1000412
Development Permit

KELOWNA CADILLAC

LEGAL: LOT B DISTRICT LOT 124 PLAN KAP39765

ELECTRICAL SITE PLAN

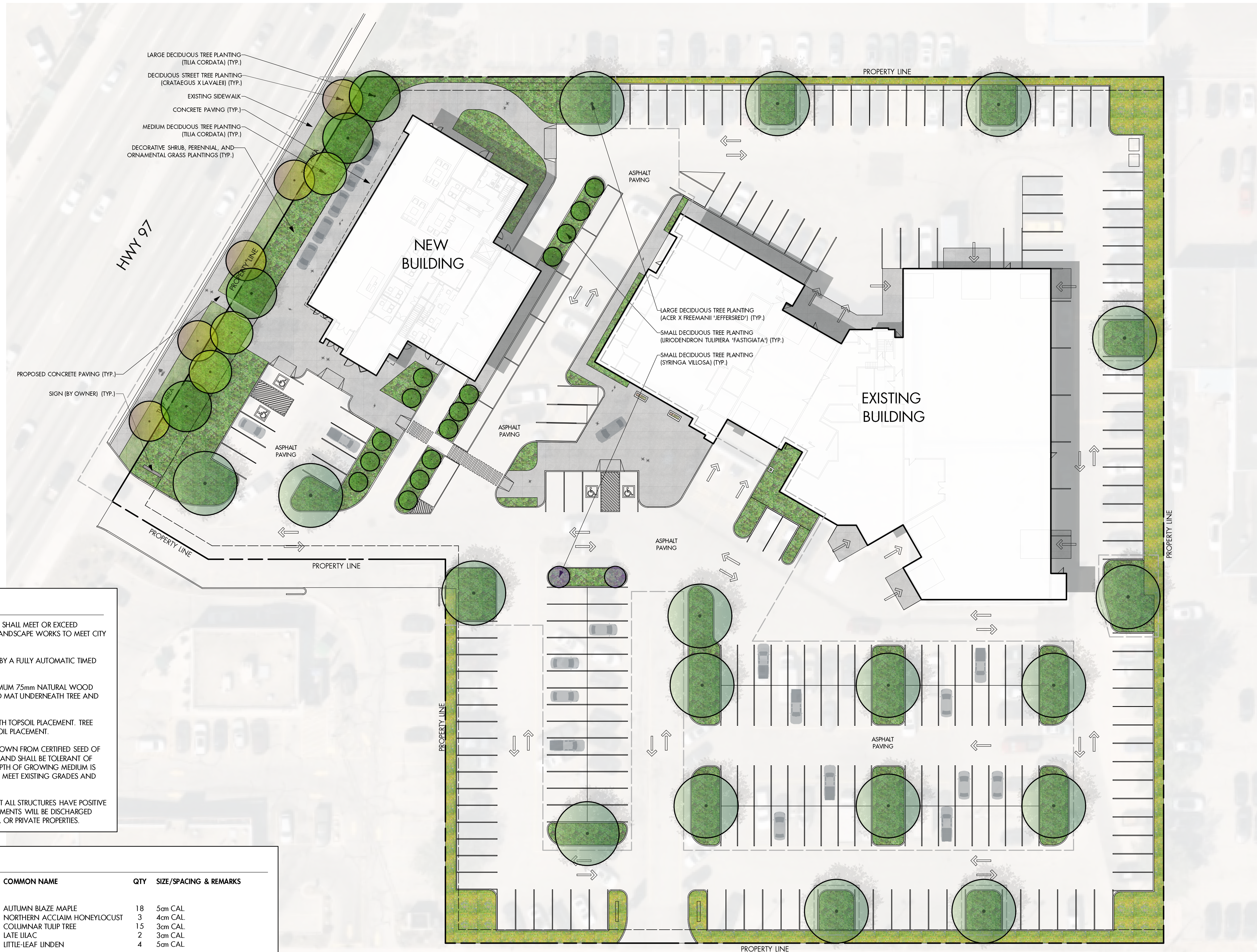
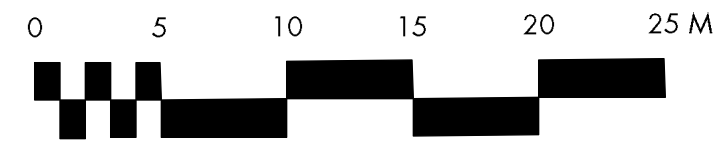
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E1.01

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TRUE NORTH PROJECT NORTH
1 OVERALL SITE PLAN - ELECTRICAL SITE PLAN
E1.01 SCALE: 1:200

THIS PAGE IS INTENDED TO BE PRINTED IN COLOUR.

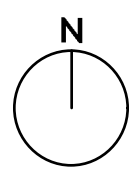


NOTES

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED CANADIAN LANDSCAPE STANDARDS. ALL OFFSITE LANDSCAPE WORKS TO MEET CITY OF KELOWNA BYLAW 12375 STANDARDS.
2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.
3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm NATURAL WOOD MULCH AS SHOWN IN PLANS. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.
4. SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT. TREE BEDS TO RECEIVE A MINIMUM 1000mm DEPTH TOPSOIL PLACEMENT.
5. TURF AREA FROM SOD SHALL BE NO.1 GRADE GROWN FROM CERTIFIED SEED OF IMPROVED CULTIVARS REGISTERED FOR SALE IN B.C. AND SHALL BE TOLERANT OF DROUGHT CONDITIONS. A MINIMUM OF 150mm DEPTH OF GROWING MEDIUM IS REQUIRED BENEATH TURF AREAS. TURF AREAS SHALL MEET EXISTING GRADES AND HARD SURFACES FLUSH.
6. SITE GRADING AND DRAINAGE WILL ENSURE THAT ALL STRUCTURES HAVE POSITIVE DRAINAGE AND THAT NO WATER OR LOOSE IMPEDIMENTS WILL BE DISCHARGED FROM THE LOT ONTO ADJACENT PUBLIC, COMMON, OR PRIVATE PROPERTIES.

PLANT LIST

BOTANICAL NAME	COMMON NAME	QTY	SIZE/SPACING & REMARKS
TREES			
ACER X FREEMANII 'JEFFERSRED'	AUTUMN BLAZE MAPLE	18	5m CAL
CLEDISIA TRIACANTHOS 'HARVE'	NORTHERN ACCLAIM HONEYLOCUST	3	4m CAL
IRIODENDRON TULIPIFERA 'FASTIGIATA'	COLUMNAR TULIP TREE	15	3m CAL
SYRINGA VILLOSA	LATE LILAC	2	3m CAL
TILIA CORDATA	LITTLE-LEAF LINDEN	4	5m CAL
SHRUBS			
BERBERIS THUNBERGII 'MONOMB'	CHERRY BOMB BARBERRY	172	#01 CONT. /1.2M O.C. SPACING
PHYSCOCARPUS OPULIFOLIUS 'LITTLE DEVIL'	LITTLE DEVIL NINEBARK	55	#01 CONT. /1.5M O.C. SPACING
RHUS AROMATICA 'GRO LO'	GROW LOW FRAGRAN SUMAC	55	#01 CONT. /1.5M O.C. SPACING
SPIRAEA BUMALDA 'ANTHONY WATERER'	ANTHONY WATERER SPIREA	55	#01 CONT. /1.5M O.C. SPACING
PERENNIALS & GRASSES			
CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	46	#01 CONT. /1.2M O.C. SPACING
ECHINACEA PUPUREA 'MAGNUS'	MAGNUS CONEFLOWER	119	#01 CONT. /0.75M O.C. SPACING
RUBRICKIA FULGIDA 'GOLDSTURM'	GOLDSTURM CONEFLOWER	119	#01 CONT. /0.75M O.C. SPACING
SALVIA NEMEROSA 'MAYNIGHT'	MAYNIGHT MEADOW SAGE	119	#01 CONT. /0.75M O.C. SPACING
SEDUM SPECTABILE 'AUTUMN JOY'	AUTUMN JOY STONECROP	119	#01 CONT. /0.75M O.C. SPACING



PROJECT TITLE

KELOWNA CADILLAC

Kelowna, BC

DRAWING TITLE

**CONCEPTUAL
LANDSCAPE PLAN**

ISSUED FOR / REVISION

NO.	DATE	DESCRIPTION
1	23.02.24	Issued for DP
2	23.03.17	Issued for DP
3	23.03.21	Issued for DP
4		
5		

PROJECT NO.	23-0199
DESIGN BY	NM
DRAWN BY	LA
CHECKED BY	FB
DATE	MAR. 21, 2023
SCALE	1:300
PAGE SIZE	24x36"

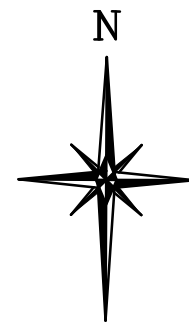
SEAL



DRAWING NUMBER

L1/2

NOT FOR CONSTRUCTION
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HIGHWAY 97 N

CADILLAC

MAIN FLOOR EL=385.60m
NOTE: MBE EL=385.2m

EXISTING BUICK GMC

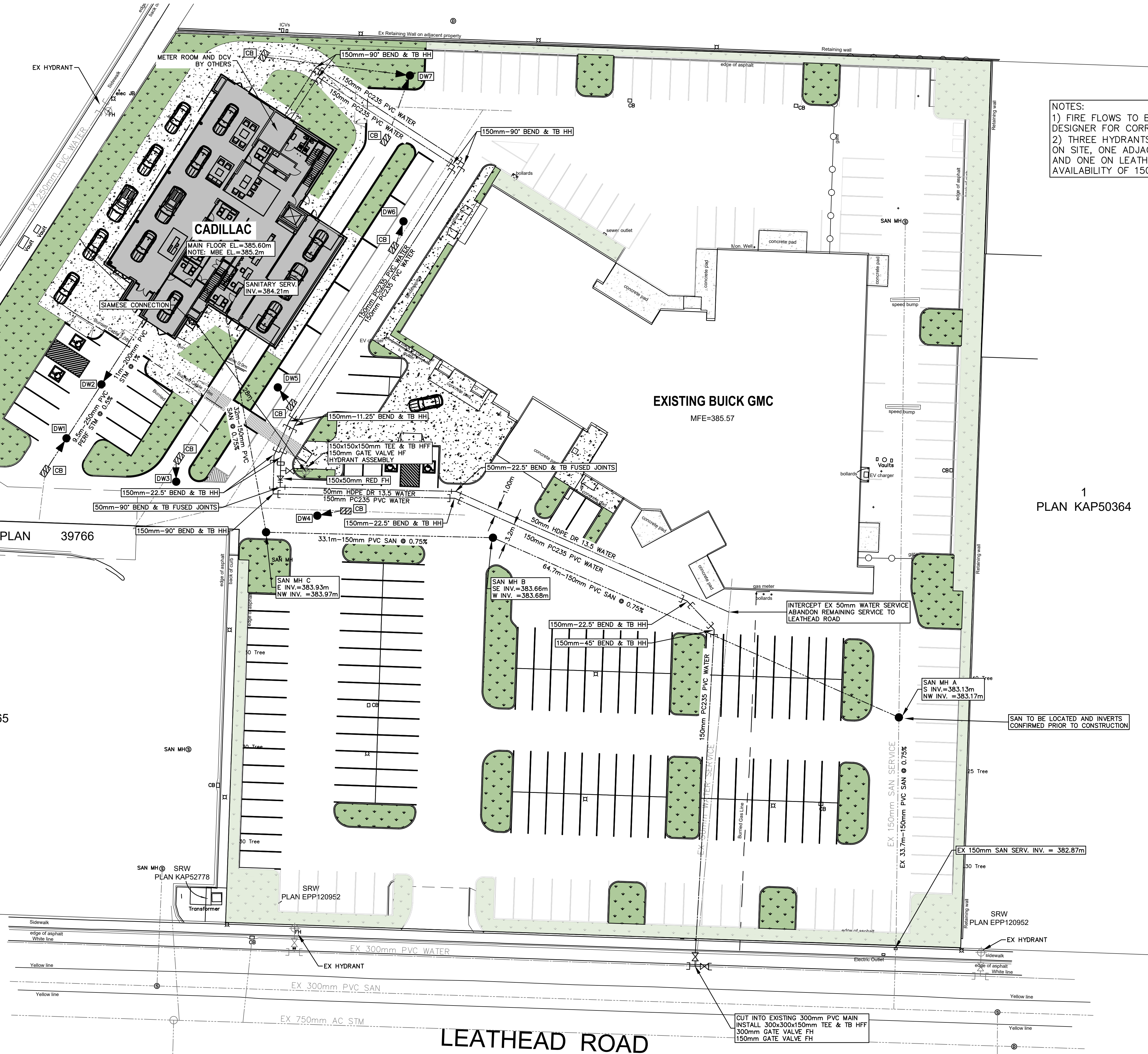
MFE=385.57

PLAN 39766

REM A
PLAN 39765

1
PLAN KAP50364

NOTES:
1) FIRE FLOWS TO BE PROVIDED BY SPRINKLER DESIGNER FOR CORRDINATION.
2) THREE HYDRANTS COVER SITE. ONE PROPOSED ON SITE, ONE ADJACENT TO BUILDING ON HWY 97 AND ONE ON LEATHEAD ROAD. BMD TO CONFIRM AVAILABILITY OF 150 LPS AS REQUIRED BY ZONING.



PRELIMINARY
ISSUED FOR DEVELOPMENT PERMIT

LEGEND

WATER		EX. MANHOLE		WATER CURB STOP	
SAN. SEWER		PROP. MANHOLE		SANITARY INSPECTION CHAMBER	
STORM SEWER		POWER POLE		STORM INSPECTION CHAMBER	
GAS		LAMP STANDARD		TRANSFORMER - POWER	
U/G UTILITY (ALIGNMENT)		CATCH BASIN		SERVICE BOX	
		HYDRANT			
		SURVEY MONUMENT			

PROTECH CONSULTING
300 - 3275 Lakeshore Rd Kelowna B.C. Phone 860-1771
PERMIT TO PRACTICE NO.: 1001403

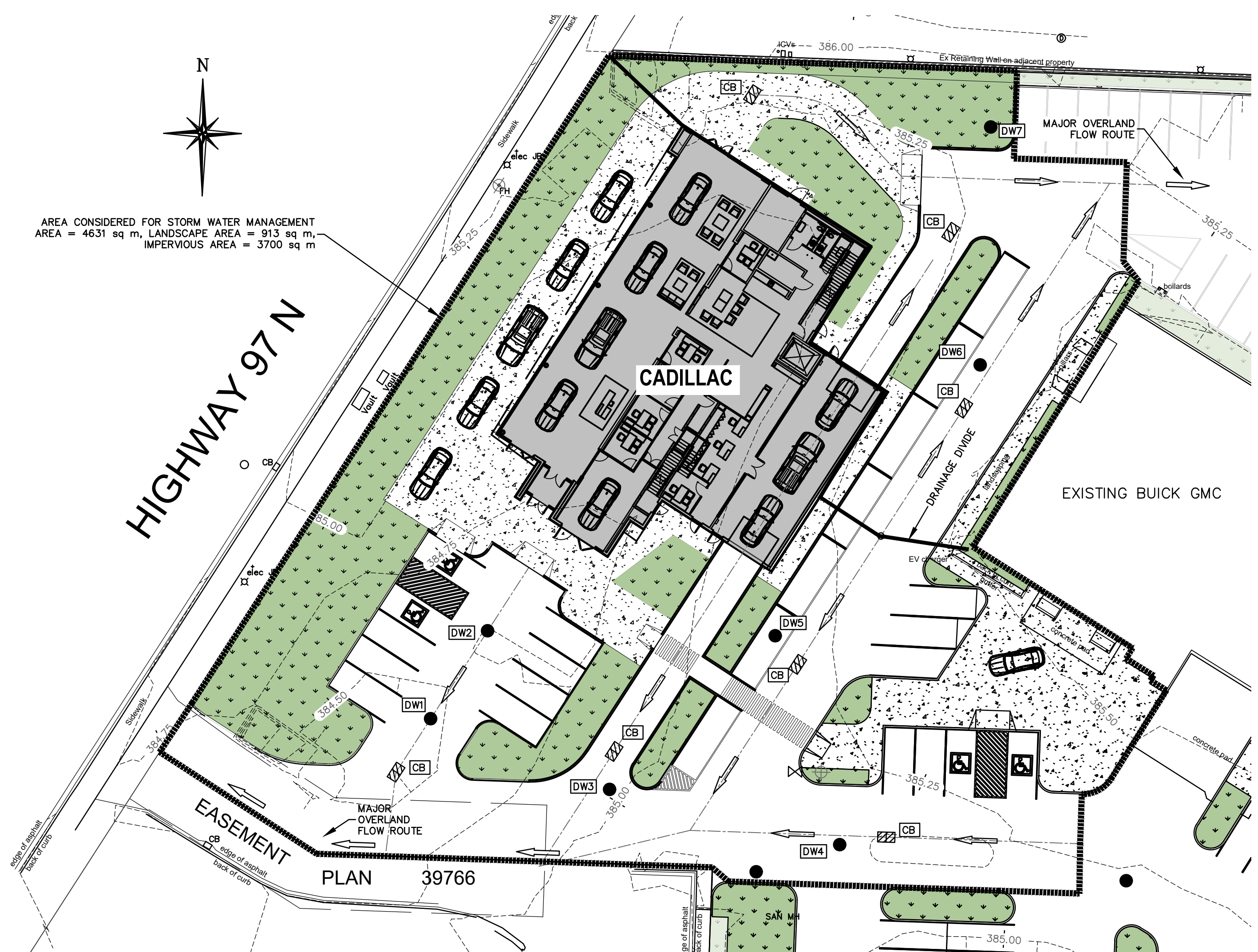
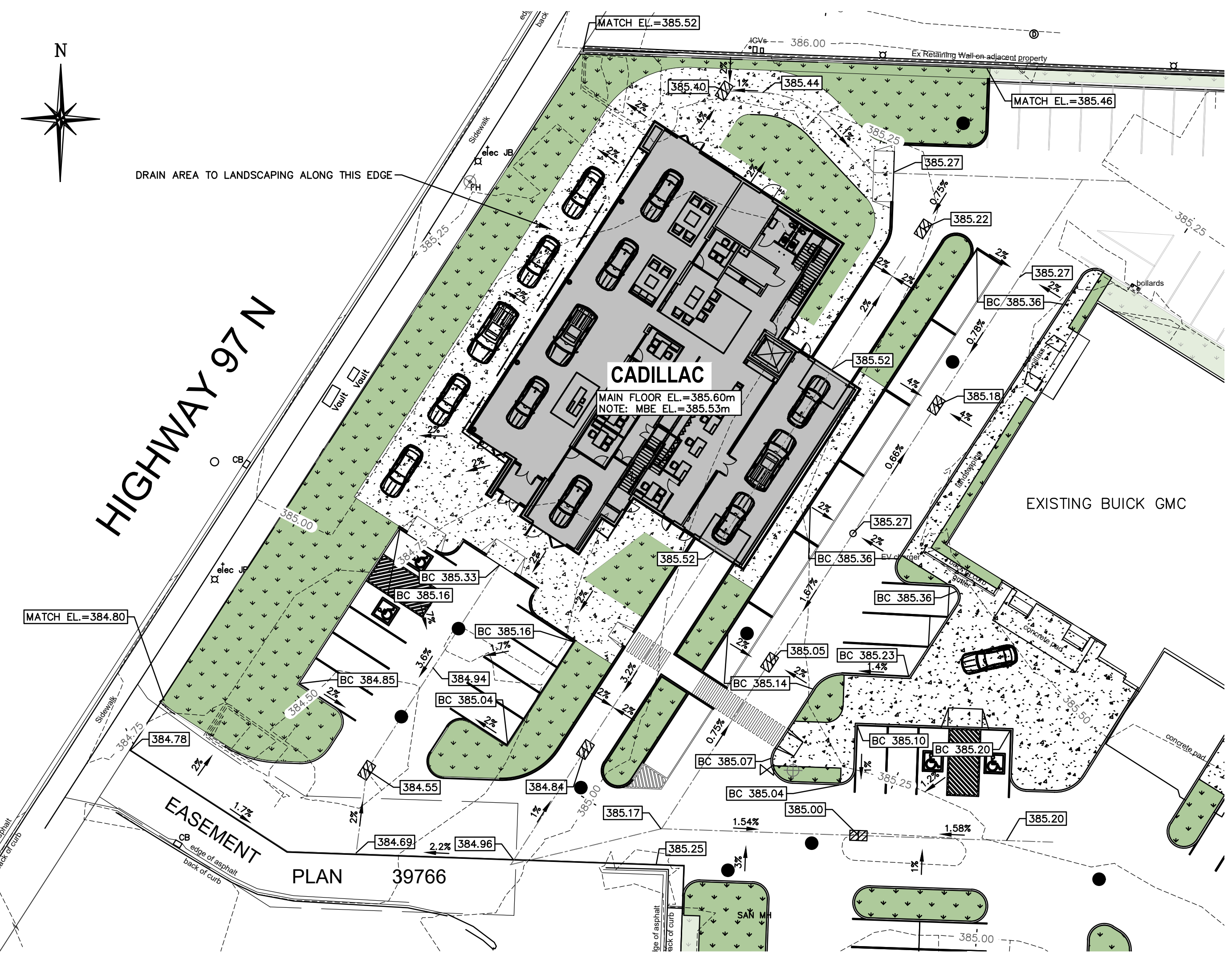
NO.	DATE	BY	REVISION	CH'KD
2	MAR 20-23	RSB	ISSUED FOR DEVELOPMENT PERMIT	DTP
1	MAR 16-23	RSB	ISSUED FOR DEVELOPMENT PERMIT	DTP

DRAWN	RSB
DESIGN	RSB
APPROVED	DTP
DATE	MAR 2023
SCALE	
HORIZ.	1:300
VERT.	N/A

THE CITY OF KELOWNA
ENGINEERING DEPARTMENT
BANNISTER AUTOMOTIVE GROUP
KELOWNA CADILLAC
COMPOSITE UTILITY PLAN

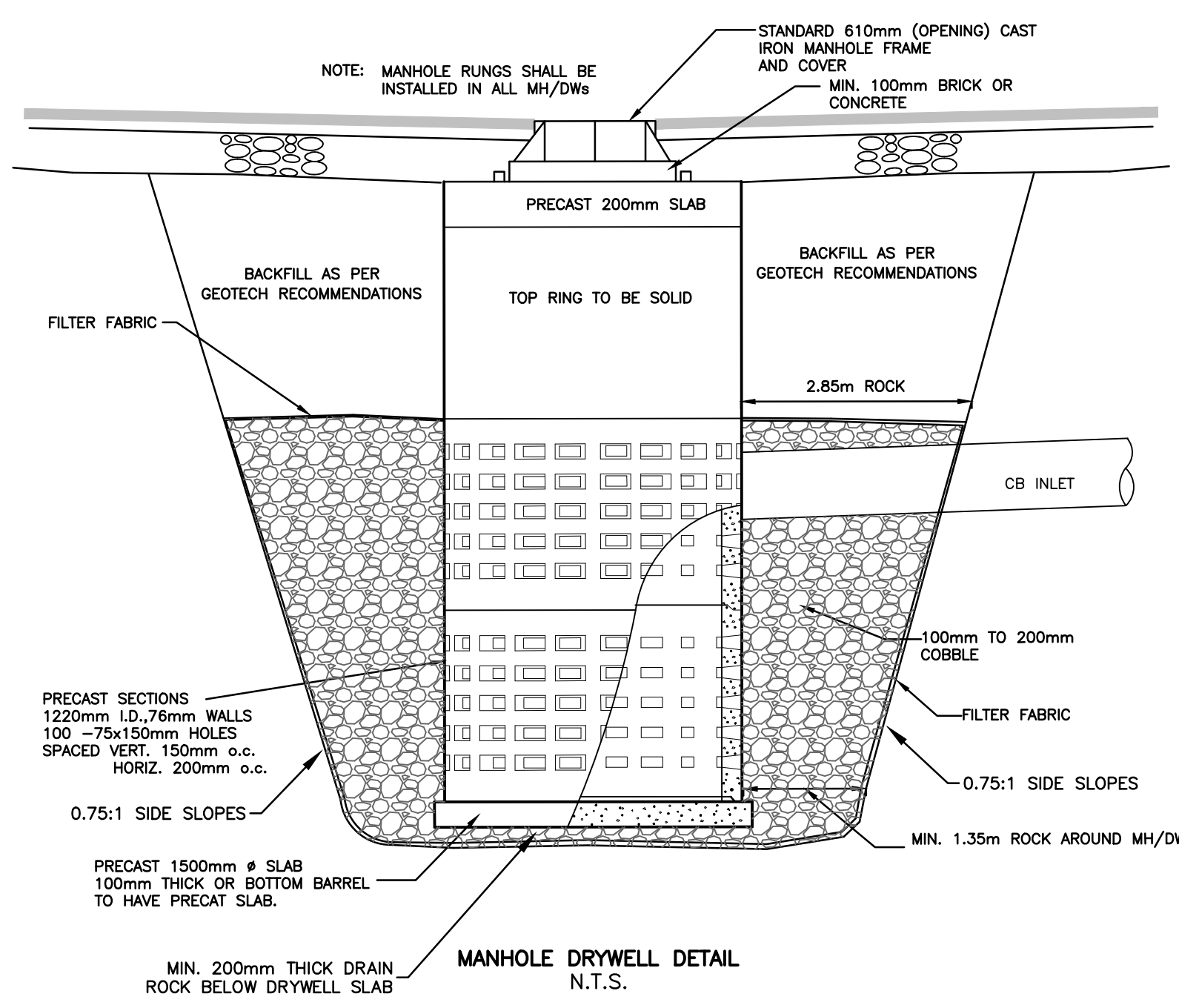
DIVISION	
DRAWING NO.	23009-P01
REV. NO.	2

THE LOCATION, PLANS, SPECIFICATIONS AND DIMENSIONS OF THE PROPOSED WORK SHOWN ON THIS PLAN ARE BASED ON THE INFORMATION PROVIDED TO THE ENGINEER BY THE CLIENT AND THE ENGINEER HAS CONDUCTED A VISUAL GENERAL SURVEY OF THE SITE AND HAS FOUND THE INFORMATION TO BE SUFFICIENT FOR THE PURPOSES OF THIS PLAN. THE ENGINEER HAS NOT CONDUCTED A DETAILED SURVEY OF THE SITE AND HAS NOT OBTAINED ANY RECORD DRAWINGS OR OTHER INFORMATION THAT MAY BE AVAILABLE. THE ENGINEER HAS NOT BEEN ADVISED OF ANY CHANGES TO THE SITE SINCE THE DATE OF THE SURVEY. THE ENGINEER HAS NOT BEEN ADVISED OF ANY CHANGES TO THE SITE SINCE THE DATE OF THE SURVEY. THE ENGINEER HAS NOT BEEN ADVISED OF ANY CHANGES TO THE SITE SINCE THE DATE OF THE SURVEY.



PRELIMINARY

ISSUED FOR DEVELOPMENT PERMIT



STORM DETENTION DESIGN SHEET
Modified Rational Method

Date: 2023-03-16
Project Name: Bannister Automotive Group
File Number: 23009
Calculations By: RSB
Engineer of Record: DTP

POST DEVELOPMENT FLOW RATES
Post Development Weighted Runoff Coefficient

0 m ²	Unimproved	C =	0.10
2606 m ²	Asphalt	C =	0.90
794 m ²	Building	C =	0.90
913 m ²	Landscaping	C =	0.20
			Weighted C = 0.75
			Total Area = 0.43 ha

Rainfall Duration (min) x C x I x A x SF = Q_{out}

5	0.0028	0.75	172	0.43	0%	0.155 m ³ /s
10	0.0028	0.75	98	0.43	0%	0.088 m ³ /s
15	0.0028	0.75	71	0.43	0%	0.064 m ³ /s
20	0.0028	0.75	58	0.43	0%	0.052 m ³ /s
30	0.0028	0.75	41	0.43	0%	0.037 m ³ /s

INFILTRATION FLOW RATES

Q = kIA / SF

WHERE: Q = Infiltration Flow, SF = Safety Factor, k = Hydraulic Conductivity, i = Hydraulic Gradient, A = Infiltration Area

Detention Facility	Hydraulic Gradient	Infiltration Area	Infiltration Flow
Drywells	1.83	83.62	7.7
Perforated Pipes	0.50	0.00	0.0
Tanks	0.00	0.00	0.0
			Total Infiltration Flow = 7.7 L/s

STORAGE VOLUME REQUIRED

Tc	x	(	Post Dev	-	Pre Dev	-	Infil	)	x	Safety	=	Storage
5	x	(	0.155	-	0.000	-	7.65E-03	)	x	2	=	44.18 m ³
10	x	(	0.088	-	0.000	-	7.65E-03	)	x	0%	=	48.37 m ³
15	x	(	0.064	-	0.000	-	7.65E-03	)	x	0%	=	50.87 m ³
20	x	(	0.052	-	0.000	-	7.65E-03	)	x	0%	=	53.51 m ³
30	x	(	0.037	-	0.000	-	7.65E-03	)	x	0%	=	52.70 m ³
												Required Volume = 53.5 m³

STORAGE VOLUME PROVIDED

C = CLOSED SYSTEM, I = INFILTRATION SYSTEM

Storage In Drywells: 7 Drywells, 1.35 m Surrounding Stone, 30% Stone Porosity = 56.0 m³

Storage In Pipe: 0 m 200 mm PIPE AND SURROUND, 30% Stone Porosity (Perforated) = 0.0 m³

Effective Volume = 0.0 m³
Total Storage Volume = 56.0 m³

LEGEND

WATER		EX. MANHOLE	MH #	WATER CURB STOP	
SAN. SEWER		PROP. MANHOLE	MH #	SANITARY INSPECTION CHAMBER	
STORM SEWER		POWER POLE	PP #	STORM INSPECTION CHAMBER	
GAS		LAMP STANDARD	LS #	TRANSFORMER - POWER	
U/G UTILITY (ALIGNMENT)		CATCH BASIN	CB #	SERVICE BOX	
		HYDRANT	HD	MAJOR OVERLAND FLOW ROUTE	
		SURVEY MONUMENT	SM		

PROTECH CONSULTING

300 - 3275 Lakeshore Rd Kelowna B.C. Phone 860-1771

PERMIT TO PRACTICE NO.: 1001403

NO.	DATE	BY	REVISION	CH/KD
2	MAR 20-23	RSB	ISSUED FOR DEVELOPMENT PERMIT	DTP
1	MAR 16-23	RSB	ISSUED FOR DEVELOPMENT PERMIT	DTP

DRAWN: RSB
DESIGN: RSB
APPROVED: DTP
DATE: MAR 2023
SCALE: HORIZ. 1:300, VERT. N/A

THE CITY OF KELOWNA
ENGINEERING DEPARTMENT

BANNISTER AUTOMOTIVE GROUP
KELOWNA CADILLAC
SITE GRADING AND STORM WATER PLAN

DIVISION: 23009-PO2
DRAWING NO.: 23009-PO2
REV. NO.: 2